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KENTUCKY

TRAFFIC ACCIDENT FACTS

1986 REPORT

OFFICE OF THE GOVERNOR

FRANKFORT, KENTUCKY 40601

MARTHA LAYNE COLLINS
GOVERNOR

My Fellow Kentuckians:

This 1986 "Accident Facts" report brings into focus the dangers associated with driving and points to the care and caution that everyone must take in order to make our streets and highways safe.

In reviewing the number of fatal accidents reported during 1986, I am most disturbed by the fact that ninety-three more deaths occurred than last year, an increase of sixteen percent. The 808 persons killed in auto accidents during 1986 is a record number for the past four years.

The most critical factors associated with this alarming increase in accident fatalities are unsafe speed and drunk driving. As we learn in this report, forty-three percent of the fatalities were alcohol-related.

We must rely on every law enforcement officer in the Commonwealth to continue their efforts in apprehending drunk drivers. Obviously, however, increased surveillance and apprehension for speeding and drunk driving are not the only measures which must be taken to reduce the number of serious injuries and deaths which occur on our streets and highways. Every citizen must recognize the lethal potential of a vehicle. and join every Kentuckian in cautioning our motorists to "sober up and slow down."

Together, we can and will make our roadways safe—for all of us.

Sincerely,

Martha Layne Collins

An Equal Opportunity Employer M/F/H

COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

MARTHA LAYNE COLLINS
GOVERNOR

MORGAN T. ELKINS
COMMISSIONER

The Honorable Martha Layne Collins
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

Dear Governor Collins:

I am so pleased to submit the 1986 "Accident Facts" report which provides statistical information on fatal accidents, accidents which resulted in injury and property damage accidents.

Pursuant to 189.635 of the Kentucky Revised Statutes, the Department of State Police accumulates accident reports submitted by all law enforcement agencies within the Commonwealth. The responsibilities associated with collecting and analyzing the information related to traffic accidents are carried out for the purpose of determining necessary improvements in traffic safety.

The 1986 summary report is submitted with the hope that the data contained herein will be used for the benefit of law enforcement, national, state and local governments and the driving public.

Respectfully submitted,

Morgan T. Elkins
Commissioner

AN EQUAL OPPORTUNITY EMPLOYER M/F/H

KENTUCKY TRAFFIC ACCIDENT FACTS 1986

Prepared by:

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INTRODUCTION

KENTUCKY'S TRAFFIC ACCIDENT FACTS report for 1986 is based on accident reports submitted to the Kentucky Accident Reporting Unit housed in the Kentucky State Police Information Services Branch, Records Section. As required by *Kentucky Revised Statute 189.635,* "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made . . . shall file a report of the accident . . . within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic accidents "for such purposes as will improve the traffic safety program in the Commonwealth." Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each accident, entering the information on Kentucky's *UNIFORM POLICE TRAFFIC ACCIDENT REPORT* form. Upon receipt of each report, the Accident Reporting Unit carefully screens the reports for accuracy and reasonableness before coding each item. The reports are then forwarded to Data Processing. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated.

In an effort to comply more fully with the statutory purpose of Kentucky's Accident Reporting System, the *1986 TRAFFIC ACCIDENT FACTS* report contains more detailed information than previously provided. It is hoped that the detailed information presented in this report will, in fact, "improve the traffic safety program in the Commonwealth." **Definitions and Terms:** the National *MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS* is used to ensure uniformity and compliance with federal requirements. Standard definitions and terms used in this booklet include the following:

Motor Vehicle Traffic Accident: any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

Accident: an unintended event that produces death, injury or damage. The word "injury" includes "fatal injury."

Trafficway: the entire width between property lines or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as matter of right or custom.

Fatal Accident: is any motor vehicle accident that results in fatal injuries to one or more persons.

Fatality: a person or persons killed in a fatal accident (also referred to as "persons killed").

Nonfatal Injury Accident: (also referred to as Personal Injury Accident) any motor vehicle accident that results in injury, other than fatal, to one or more persons.

Injured: a person or persons injured in an accident (also referred to as "persons injured").

Property Damage Accident: any motor vehicle accident in which there is no injury to any person, but only damage to a motor vehicle or other road vehicle or to other property, including injury to domestic animals.

Alcohol involved Accident: any accident in which an operator was observed to have been drinking by the officer investigating the accident.

NOTE: *KRS 189.635 requires that "any person operating a vehicle . . . who is involved in an accident resulting in any property damage exceeding $200 in which an investigation is not conducted by a law enforcement officer shall file a written report of the accident with the state police within ten (10) days of occurrence of the accident . . . " Such reports are not included in the overall data presented in this report.*

NOTE: *Summary data on Fatal Accidents are included throughout this report. Additional data on Fatal Accidents can be found in the section titled "Kentucky's Fatal Accident Reporting System (FARS)," p.p. 33ff.*

NOTE: *Previous to 1985, Kentucky utilized a ninety day cut-off for deaths resulting from fatal accidents. As of 1986 and this report, persons who died as a result of injuries sustained in a motor vehicle accident are counted as "fatalities" only if death occurred within thirty days from the date of the accident. This change from ninety days to thirty days was made to be consistent with guidelines of the National Highways Safety Administration.*

NOTE: *Percentages are frequently used in this report and in the visual graphics. Due to rounding, aggregate percentages do not always equal 100.*

NOTE: *A graphically illustrated page of important information about Child Restraints (Safety Equipment) is on page 38 of this report. This information is suitable for reproduction and can be used as informational "hand-outs" during presentations on traffic safety.*

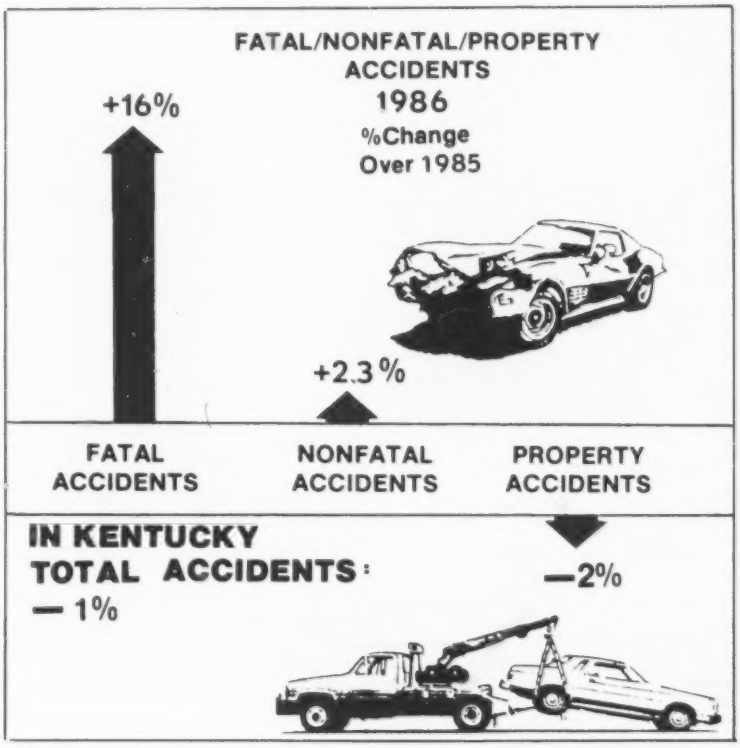
1986 ACCIDENTS SUMMARY

1986 ACCIDENTS SUMMARY

TYPE ACCIDENT REPORTED	1986	1985	% CHANGE
FATAL	726	626	+ 16.0
NON-FATAL INJURY	31,019	30,317	+ 2.3
PROPERTY DAMAGE ONLY	108,676	110,860	-2.0
TOTAL NUMBER REPORTED	140,421	141,803	-1.0

726 fatal accidents were reported during 1986 reflecting a 16% increase when compared with 1985. Non-fatal injury accidents increased by 702 (+2%); accidents resulting in property damage decreased by 2,184 (-2%). The total number of accidents reported to the police in Kentucky during 1986 decreased by 1,382 incidences (-1%) over 1985.

The ratio of fatal versus non-fatal injury versus property damage accidents are shown for 1986 and 1985 in the chart. No fluctuation occurred in the overall ratio of fatal vs. non-fatal accidents.



DEATHS AND INJURIES — 1986
SUMMARY

	1986	1985	% Change
PERSONS KILLED	808	715	+13
PERSONS INJURED	46,823	45,313	+3

FACTS: IN KENTUCKY, ONE OF EVERY 4,641 CITIZENS DIED AS A RESULT OF A FATAL TRAFFIC ACCIDENT DURING 1986.

IN KENTUCKY, ONE OF EVERY 3,596 LICENSED DRIVERS WAS INVOLVED IN A FATAL TRAFFIC ACCIDENT DURING 1986.

IN KENTUCKY, ONE OF EVERY EIGHTY CITIZENS WAS INJURED IN A TRAFFIC ACCIDENT DURING 1986.

808 persons were killed; 46,823 persons were injured on Kentucky's roads and highways during 1986.

Traffic fatalities increased sharply (+13%) with 93 more deaths; the number of persons injured also increased substantially (+3%) with 1,510 more persons injured during 1986.

Death rates for the years 1975 through 1986 are depicted in the right-hand column for Kentucky and the nation. Kentucky fatalities decreased steadily from 1983 through 1985, as did National death rates. While the Kentucky death rate increased in 1986, the National rate continued to decline.

A total of 29 billion miles were traveled in Kentucky during 1986. This figure was arrived at using total gas consumption (@ 13.54 miles/gallon average) and forms the basis for death rates shown in the right-hand column.

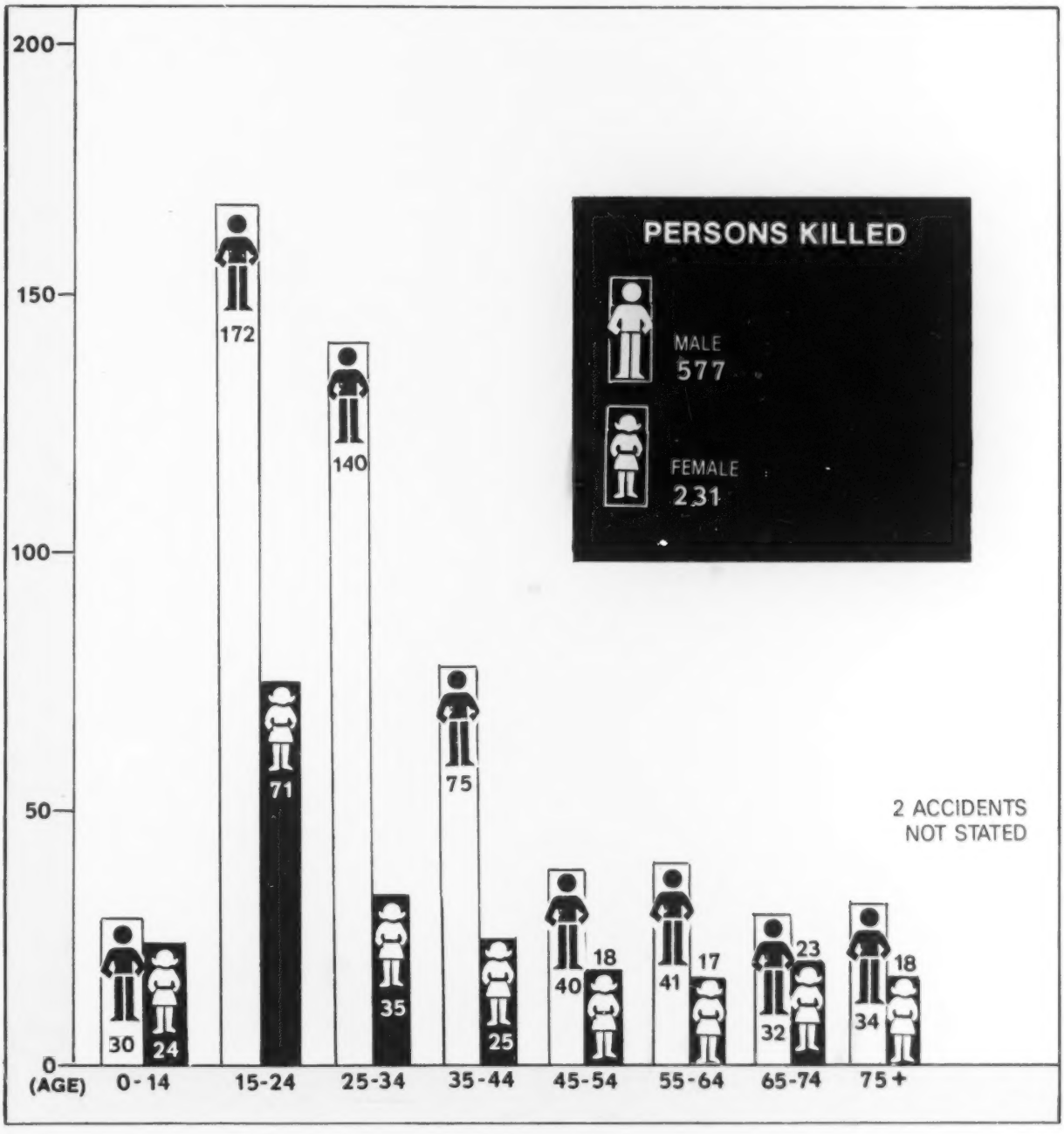
DEATH RATES 1975-1986

Basis:
deaths per 100 million miles travelled.

YEAR	KILLED	RATE	
		KY	U.S.
1975	882	3.6	3.5
1976	874	3.3	3.4
1977	958	3.5	3.3
1978	893	3.2	3.4
1979	905	3.3	3.5
1980	825	3.1	3.5
1981	830	3.3	3.3
1982	836	3.3	3.0
1983	790	3.0	2.7
1984	767	2.8	2.7
1985	715	2.6	2.8
1986	808	2.8	2.6

FATALITIES BY AGE AND SEX

The number of persons killed in 1986 Fatal Accidents is shown by age and sex in the chart below. 577 Males versus 231 Females were killed. 30% of all persons killed in traffic fatalities were in the fifteen to twenty-four year old age group.



SEVERITY OF INJURY
BY
TYPE OF ACCIDENT

The chart belows depicts the severity of injuries for each of ten categories of accidents. Collisions (moving vehicles) accounted for 62% of all injuries and possible injuries reported during 1986. Collisions with fixed objects accounted for 23% of the injuries and possible injuries reported.

	TYPE OF INJURY		
TYPE OF ACCIDENT	**Incapacitating Injury**	**Non-Incapacitating Injury**	**Possible Injury**
Non-Collision Overturning	283	463	277
Other Non-Collision	372	551	366
Collision With Pedestrian	618	650	452
Collision With Motor Vehicle (Moving) In Transport	5,507	10,923	14,099
Collision With Parked Motor Vehicle	0	4	0
Collision With Railway Train	17	20	10
Collision With Pedalcyclist	208	404	207
Collision With Animal	30	88	79
Collision With Fixed Object	2,790	4,675	3,126
Collision With Other Object	133	251	217
TOTAL	**9,958**	**18,029**	**18,833**
% Of All Injuries	**21.3%**	**38.5%**	**40.2%**

OCCURRENCE OF ACCIDENTS BY TYPE

78% of all accidents reported during 1986 involved moving vehicles.

13% of all accidents involved collisions with fixed objects.

9% of all accidents were other types of collisions (one vehicle with train, pedestrian, animal, etc.)

When looking at fatal accidents by themselves, the ratio between types of occurrences is different. 35% of all fatal accidents involved a collision with another vehicle.

41% of the fatal accidents reported during 1986 involved collisions with fixed objects.

12% of the 1986 fatal accidents involved collisions with pedestrians. 12% of the fatal accidents were other type collisions.

Specific types of collisions and the ratio of persons killed in each type of collision are shown on the following page.

ALL ACCIDENTS

FATAL ACCIDENTS

TYPES OF COLLISIONS-1986

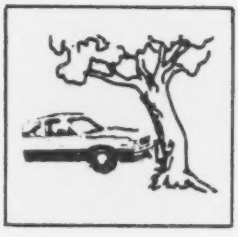
Collisions with other vehicles were responsible for more than 78% of all accidents reported during 1986. This same type of collision was also responsible for more than 39% of all fatalities (persons killed). Collisions with fixed objects accounted for more than 38% of the 1986 fatalities. These and other type collisions are depicted below.

COLLISION WITH MOTOR VEHICLE:

Total Accidents:	109,783
% of Total:	78.2%
Persons Killed:	314
% of Total:	38.9%

COLLISION WITH ANIMALS:

Total Accidents:	2,479
% of Total:	1.8%
Persons Killed	1
% of Total:	0.0%

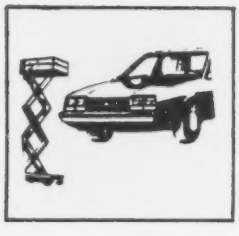


COLLISION WITH FIXED OBJECT:

Total Accidents:	18,861
% of Total:	13.4%
Persons Killed:	312
% of Total:	38.6%

COLLISION WITH PEDALCYCLIST

Total Accidents:	966
% of Total:	0.6%
Persons Killed:	13
% of Total:	1.6%

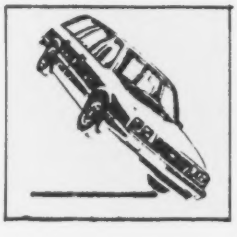


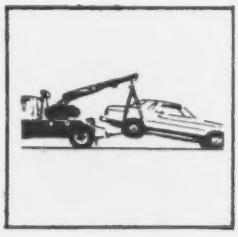
COLLISION WITH OTHER OBJECT:

Total Accidents:	2,609
% of Total:	1.9%
Persons Killed:	6
% of Total:	0.7%

OVERTURNING:

Total Accidents:	1,257
% of Total:	0.9%
Persons Killed	23
% of Total:	2.8%



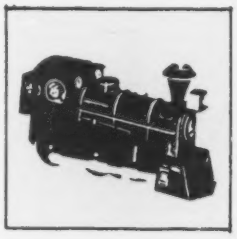


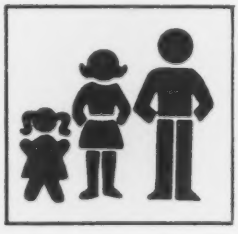
OTHER (NON-COLLISION):

Total Accidents:	2,669
% of Total:	1.9%
Persons Killed:	46
% of Total:	5.7%

COLLISION WITH RAILWAY TRAIN:

Total Accidents:	128
% of Total:	0.0%
Persons Killed:	6
% of Total:	0.7%





COLLISION WITH PEDESTRIAN:

Total Accidents:	1,597
% of Total:	1.1%
Persons Killed:	87
% of Total:	10.8%

COLLISION WITH PARKED VEHICLE:

Total Accidents:	72
% of Total:	0.0%
Persons Killed	0
% of Total:	None

COLLISIONS

(Vehicular Action)

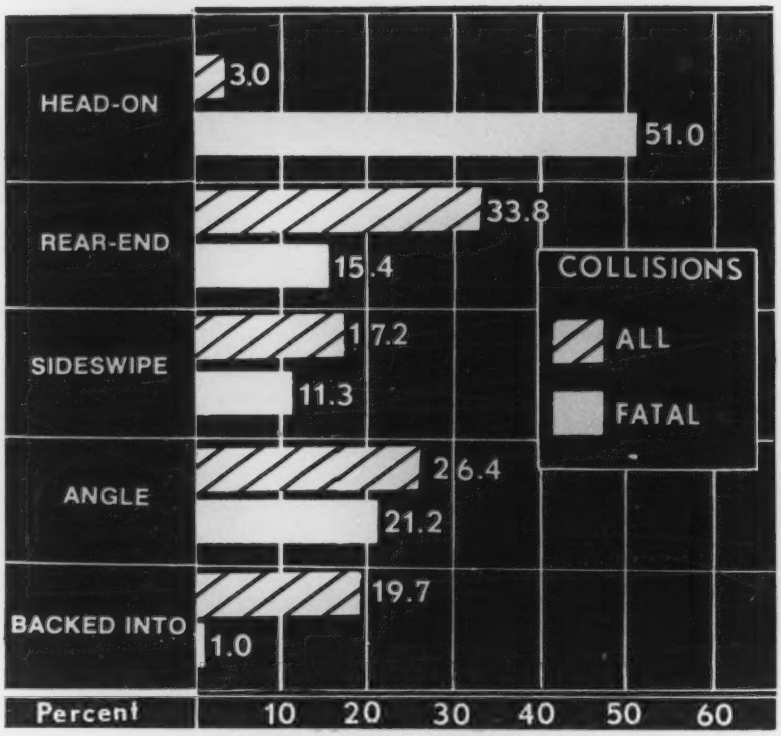
Head-on Collisions accounted for 51% of Kentucky's 1986 Fatal Accidents and 3% of all accidents.

Rear-end Collisions accounted for 33% of all accidents and 15% of the Fatal Accidents.

Sideswipes accounted for more than 17% of all accidents and more than 11% of the Fatal Accidents.

One death resulted from an accident in which one car backed into another, and accounted for more than 19% of all accidents.

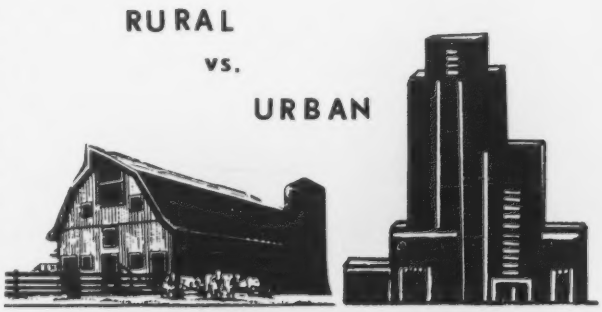
Angle collisions accounted for more than 26% of all accidents and 21% of Fatal Accidents.



COLLISIONS—WHERE MANNER OF COLLISION WAS KNOWN

ACCIDENT LOCATIONS—RURAL VS. URBAN

For the purpose of tabulating accident locations, an Urban Area is an area including and adjacent to a municipality or other known place of 5,000 or more population. Rural Areas are those places which do not meet this specification. As shown in the chart below, most accidents (65%) occurred in Urban Areas. However, the majority of Fatal Accidents (75%) took place in Rural Areas of Kentucky during 1986. Although Non-Fatal Injury Accidents were fairly evenly divided between Urban and Rural Areas, more than twice as many Property Damage Accidents were reported in Urban Areas.



AREA	Number of Accidents	% Total	Fatal	% Total	Non-Fatal Injury	% Total	Prop. Dam.	% Total	Killed	% Total	Injured	% Total
RURAL	49,112	35%	547	75%	14,432	47%	34,133	31%	611	76%	22,994	49%
URBAN	91,309	65%	179	25%	16,587	53%	74,543	69%	197	24%	23,829	51%
TOTAL	140,421		726		31,019		108,676		808		46,823	

TYPE VEHICLES INVOLVED IN ACCIDENTS - 1986

258,352 vehicles were involved in accidents during 1986.

232,189 of the vehicles were passenger cars (90%).

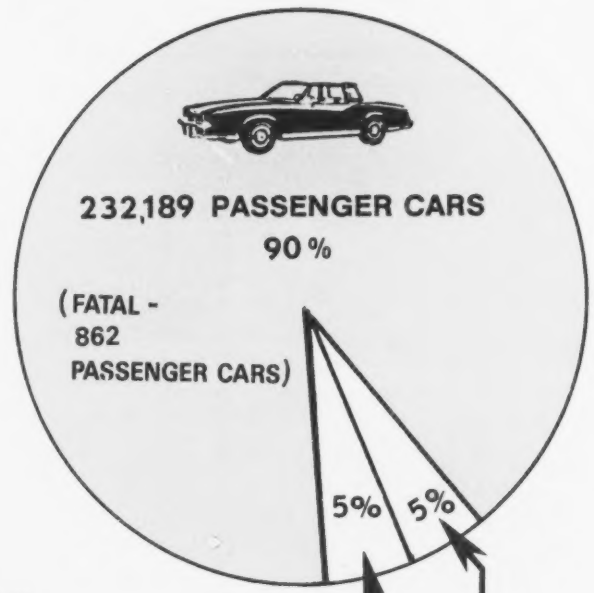
12,513 Semi and tractor trailer trucks were involved in accidents (5%).

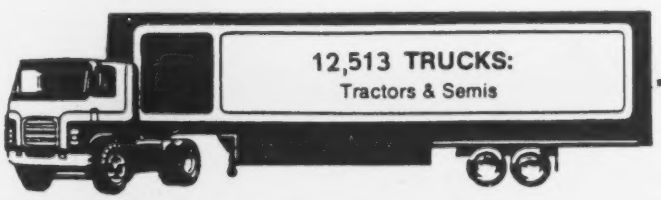
Other vehicles accounted for 5% of the vehicles involved in accidents during 1986, and are shown below.

The 12,513 Trucks include Tractor Trailer and Semis, Pick-ups (over ½ Ton), Chassis and Cab, Dump, Flat-Bed or Platform, Flatracks, Chassis mounted Campers, House-Cars and Motorized Homes (R.V.s), Pallett, Stake, or Rack, and Tank Trucks.

Other vehicles include Roadgraders, Street Cleaners, Paving Equipment, Forklifts, Backhoes, Bulldozers, Cranes, and other construction types, and Dune Buggies.

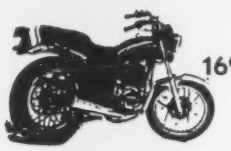
Passenger cars include Station Wagons, Vans, and light Pick-up Trucks.





(FATAL - 110 TRUCKS)

OTHER VEHICLES



1695 MOTORCYCLES
49 FATAL

222 FARM TRACTORS /FARM EQUIPMENT
7 FATAL

687 SCHOOL BUSES
3 FATAL

272 MOTOR SCOOTERS & MOTORBIKES
3 FATAL

521 BUSES
1 FATAL

185 TAXICABS
0 FATAL

465 EMERGENCY & MILITARY VEHICLES
4 FATAL

11 GO-CARTS (Motorized)
1 FATAL

490 OTHER PUBLICLY OWNED VEHICLE
1 FATAL

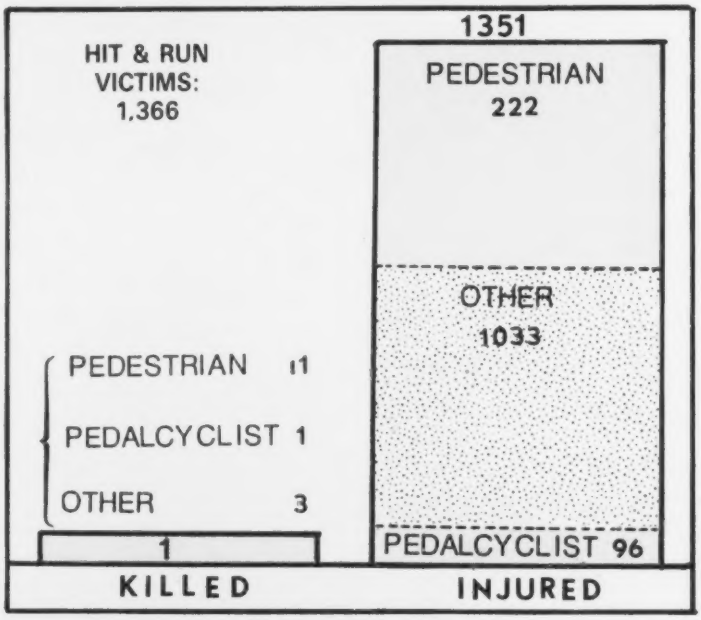
9,102 OTHER VEHICLES (Type Not Stated On Accident Report) 8 FATAL

HIT AND RUN ACCIDENTS

Hit and Run Accidents are those accidents in which the driver leaves the collision scene with the intent of evading responsibility. Hit and Run is a serious violation of law. During 1986, 13,224 incidences of Hit and Run accidents occurred, of which 15 were Fatal Accidents and 1,071 were injury accidents. As depicted in the chart below, most of Kentucky's Hit and Run Accidents were Property Damage Accidents (12,138). 15 persons were killed and 1,351 were injured in 1986 Hit and Run Accidents.

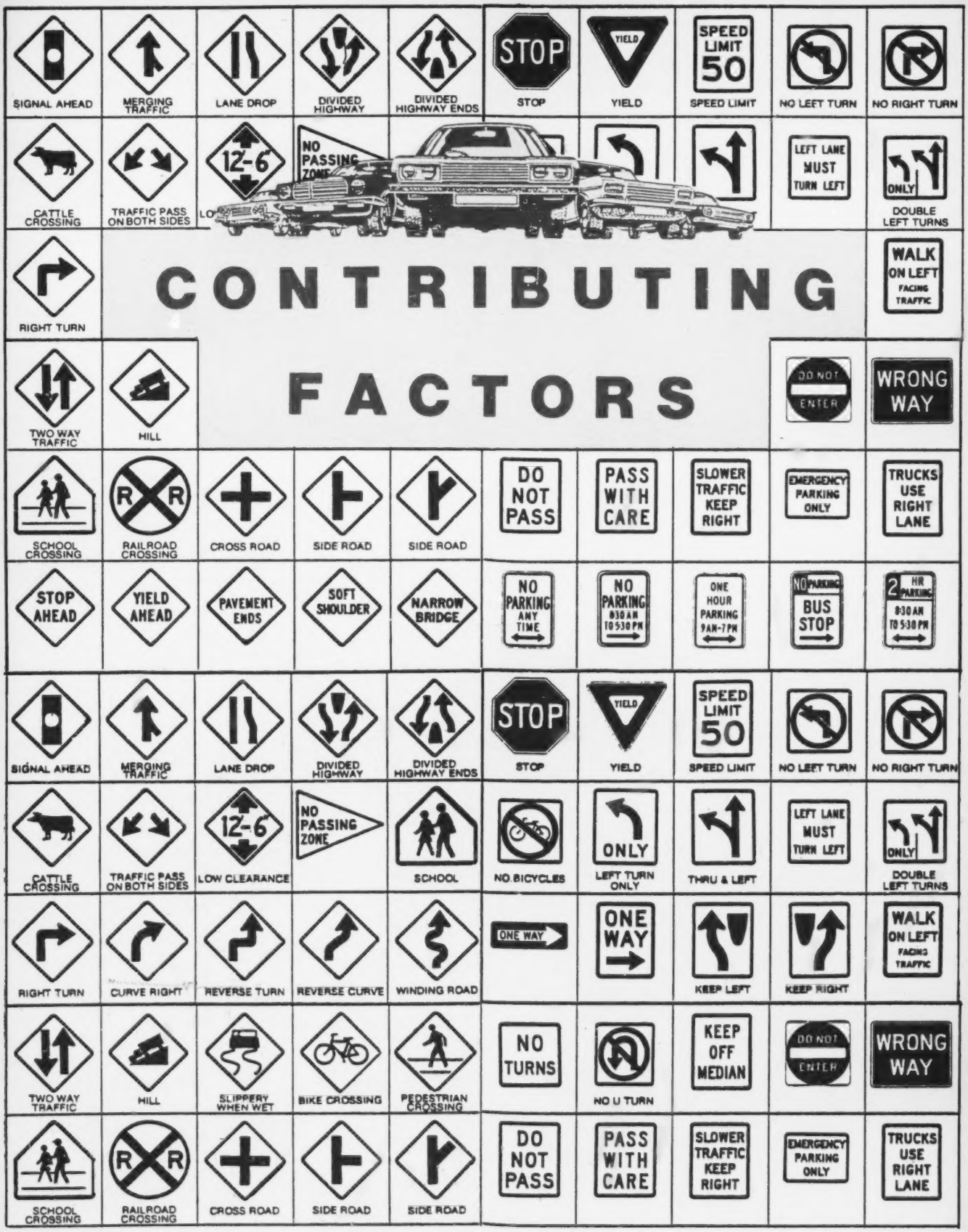
TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	PERSONS KILLED	PERSONS INJURED
13,224	15	1,071	12,138	15	1,351

As shown in the right-hand chart, 11 of the 15 persons killed in 1986 Hit and Run Accidents were Pedestrians; 1 was a Pedalcyclist. 222 Pedestrians and 96 Pedalcyclists were injured in 1986 Hit and Run Accidents. Most in the "Other" category were vehicle occupants.



The types of Hit and Run Accidents, by Directional Analysis, are ranked below. As shown in the Chart, 57% of the 1986 Hit and Run Accidents involved Parked Vehicles or Vehicles in Parking Lots.

DIRECTIONAL ANALYSIS HIT AND RUN ACCIDENTS	TOTAL	% OF TOTAL	FATAL	NON FATAL INJURY	PROPERTY DAMAGE
One Vehicle in Parked Position (not in Parking Lot)	3,369	25	0	39	3,330
Accidents in Parking Lot	4,190	32	0	24	4,166
Collision with Fixed Object (Single Vehicle)	794	6	0	62	732
Intersection, Angle Accidents	401	3	0	78	323
Sideswipe Accidents					
Same Direction	550	4	0	59	491
Opposite Direction	564	4	0	85	479
Rear-end in Traffic Lane					
One Vehicle Stopped	202	2	0	49	153
Both Vehicles Moving	381	3	0	84	297
Collision with Pedestrian	217	2	11	202	4
Collision with Bicycle	113	1	1	93	19
All Other	2,443	18	3	296	2,144


SIGNAL AHEAD
MERGING TRAFFIC
LANE DROP
DIVIDED HIGHWAY
DIVIDED HIGHWAY ENDS
STOP
STOP
YIELD
YIELD
SPEED LIMIT 50
SPEED LIMIT
NO LEFT TURN
NO RIGHT TURN
CATTLE CROSSING
TRAFFIC PASS ON BOTH SIDES
12'-6"
LOW CLEARANCE
NO PASSING ZONE
LEFT LANE MUST TURN LEFT
ONLY
DOUBLE LEFT TURNS
RIGHT TURN
CONTRIBUTING
WALK ON LEFT FACING TRAFFIC
TWO WAY TRAFFIC
HILL
FACTORS
DO NOT ENTER
WRONG WAY
SCHOOL CROSSING
RAILROAD CROSSING
CROSS ROAD
SIDE ROAD
SIDE ROAD
DO NOT PASS
PASS WITH CARE
SLOWER TRAFFIC KEEP RIGHT
EMERGENCY PARKING ONLY
TRUCKS USE RIGHT LANE
STOP AHEAD
YIELD AHEAD
PAVEMENT ENDS
SOFT SHOULDER
NARROW BRIDGE
NO PARKING ANY TIME
NO PARKING 8:30 AM TO 5:30 PM
ONE HOUR PARKING 9AM-7PM
NO PARKING BUS STOP
2 HR PARKING 8:30 AM TO 5:30 PM
SIGNAL AHEAD
MERGING TRAFFIC
LANE DROP
DIVIDED HIGHWAY
DIVIDED HIGHWAY ENDS
STOP
YIELD
SPEED LIMIT 50
NO LEFT TURN
NO RIGHT TURN
CATTLE CROSSING
TRAFFIC PASS ON BOTH SIDES
12'-6"
LOW CLEARANCE
NO PASSING ZONE
SCHOOL
NO BICYCLES
ONLY
LEFT TURN ONLY
THRU & LEFT
LEFT LANE MUST TURN LEFT
ONLY
DOUBLE LEFT TURNS
RIGHT TURN
CURVE RIGHT
REVERSE TURN
REVERSE CURVE
WINDING ROAD
ONE WAY
ONE WAY
KEEP LEFT
KEEP RIGHT
WALK ON LEFT FACING TRAFFIC
TWO WAY TRAFFIC
HILL
SLIPPERY WHEN WET
BIKE CROSSING
PEDESTRIAN CROSSING
NO TURNS
NO U TURN
KEEP OFF MEDIAN
DO NOT ENTER
WRONG WAY
SCHOOL CROSSING
RAILROAD CROSSING
CROSS ROAD
SIDE ROAD
SIDE ROAD
DO NOT PASS
PASS WITH CARE
SLOWER TRAFFIC KEEP RIGHT
EMERGENCY PARKING ONLY
TRUCKS USE RIGHT LANE

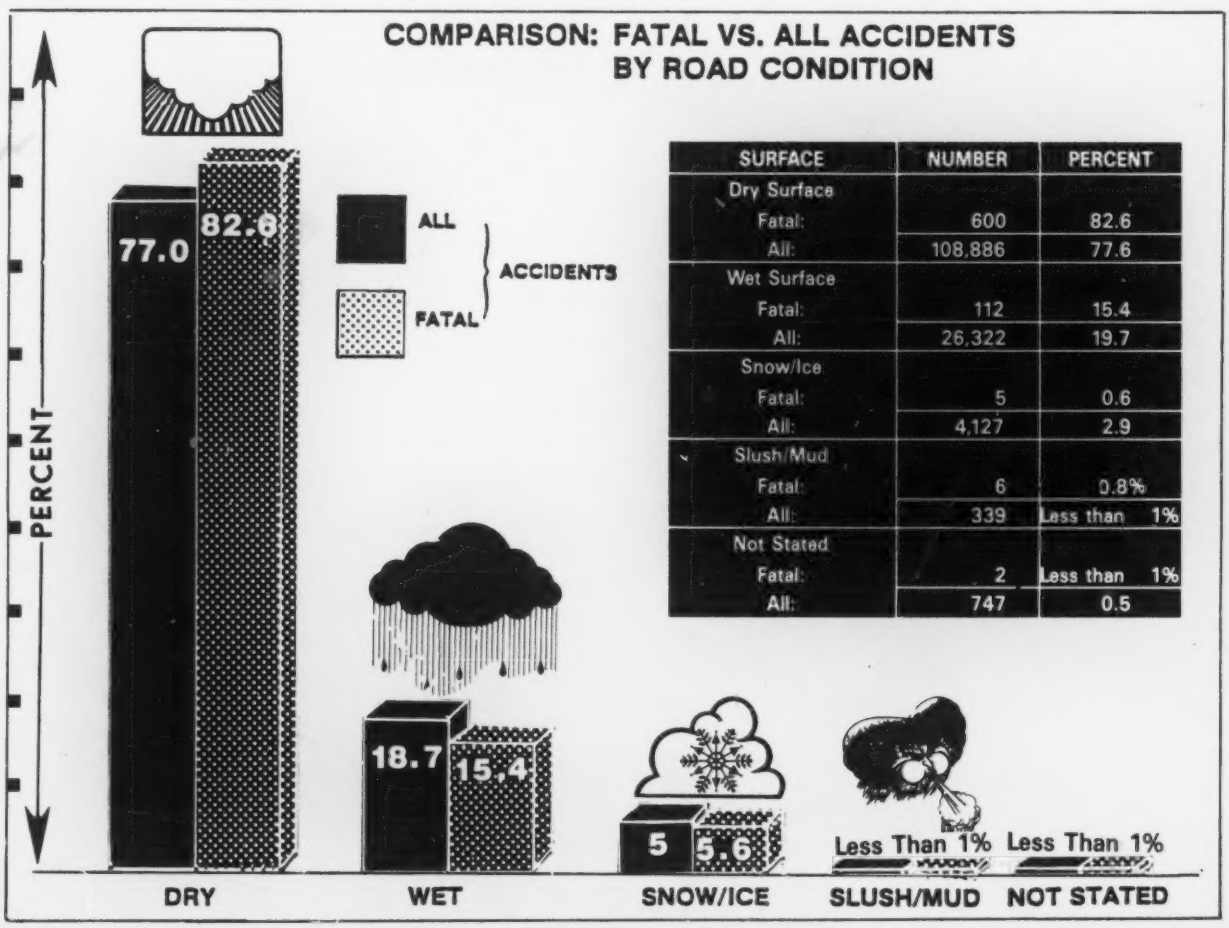
1986 ACCIDENTS—CONTRIBUTING FACTORS AND CONDITIONS

A variety of factors and conditions can contribute to an accident. A summary of major contributing factors is shown in the right-hand chart. Note: the percentages are based on total number of factors involved and are derived from a separate comparison of drivers, Vehicular, and Environmental factors.

CONTRIBUTING FACTOR	ALL	FATAL	NON-FATAL
Driver			
Driver Inattention	37%	11%	26%
Alcohol Involvement	6%	21%	12%
Failure to Yield	18%	14%	18%
Unsafe Speed	8%	33%	14%
Vehicular			
Brakes defective	28%	21%	30%
Tire failure/inadequate	12%	27%	19%
Environmental			
Slippery Surface	41%	41%	46%
View Obstructed, etc.	20%	18%	19%
Animal Action	9%	2%	6%

ROAD CONDITIONS

The chart below compares Fatal with All Accidents for differing road conditions identified by the officer who completed the accident investigation and report. *NOTE: road conditions are tabulated for each accident reported irrespective of whether one or more vehicles were involved.*



SURFACE	NUMBER	PERCENT
Dry Surface		
Fatal:	600	82.6
All:	108,886	77.6
Wet Surface		
Fatal:	112	15.4
All:	26,322	19.7
Snow/Ice		
Fatal:	5	0.6
All:	4,127	2.9
Slush/Mud		
Fatal:	6	0.8%
All:	339	Less than 1%
Not Stated		
Fatal:	2	Less than 1%
All:	747	0.5

CONTRIBUTING FACTORS (CONTD.)
PEDESTRIAN ACCIDENTS

PEDESTRIAN ACTION	PEDESTRIANS		PEDESTRIANS KILLED AND INJURED BY AGE								
	Killed	Killed and/or Injured	0 -4	5 -9	10 -14	15 -19	20 -24	25 -44	45 -64	65 -Up	Not Stated
At Intersection	3	154	7	20	26	18	10	30	18	25	0
Crossing With Signal	3	78	1	2	7	2	4	25	16	18	3
Crossing Against Signal	3	68	2	15	9	7	5	12	8	9	1
Not at Intersection	16	367	49	92	47	29	18	53	43	32	4
Getting On or Off Vehicle	2	61	3	7	4	5	7	21	10	3	1
Emerging From Parked Vehicle	0	54	3	15	3	4	5	14	5	5	0
Walking in Roadway	46	488	19	70	58	73	38	111	50	64	5
Playing in Roadway	3	100	23	47	19	5	2	3	0	0	1
Working in Roadway	5	68	0	0	2	5	10	34	13	3	1
Not in Roadway	5	226	13	12	14	33	24	62	32	23	13
Totals	**86**	**1,664**	**120**	**280**	**189**	**181**	**123**	**365**	**195**	**182**	**29**

PEDESTRIAN ACTION	VEHICLE ACTION							
	Straight	Over-taking	Right Turn	Left Turn	U-Turn	Backing	Other	Total
At Intersection	79	2	19	27	0	0	27	154
Crossing With Signal	12	0	17	31	0	1	17	78
Crossing Against Signal	60	0	2	6	0	0	2	70
Not at Intersection	299	1	4	8	0	16	55	383
Getting On or Off Vehicle	22	1	1	1	0	10	48	83
Emerging From Parked Vehicle	34	2	1	0	0	8	28	73
Walking in Roadway	368	2	3	13	1	35	73	495
Playing in Roadway	84	0	0	2	0	8	8	102
Working in Roadway	36	1	3	1	0	7	43	91
Not in Roadway	107	2	4	4	0	42	113	272
Totals	**1,101**	**11**	**54**	**93**	**1**	**127**	**414**	**1,801**

86 Pedestrians were killed and 1,578 were injured in 1986 traffic accidents. The charts above depict ages of pedestrian accident victims and the "actions" of the pedestrian vs. the vehicle at the time of the accident.

The right-hand chart provides data related to accidents in which school age children were involved. During 1986, 88 of the persons killed were in accidents involving school-age children. 7,013 persons were injured in these accidents.

ACCIDENTS INVOLVING SCHOOL AGE CHILDREN						
Non-Collision	Total	Fatal	Injury	Property Damage	Killed Total	Injured Total
Overturning	40	4	36	0	5	113
Other Non-Collision	82	3	79	0	4	161
Collision Involving Pedestrian	459	14	445	0	14	519
MV in Transport	1,809	36	1,775	0	42	4,719
Parked MV	0	0	0	0	0	0
Railroad Train	3	0	3	0	0	6
Pedalcyclist	425	5	420	0	5	450
Animal	8	0	8	0	0	14
Fixed Object	383	16	367	0	18	985
Other Object	24	0	24	0	0	46
Totals	**3,233**	**78**	**3,155**	**0**	**88**	**7,013**

CONTRIBUTING FACTORS (Contd.)
ACCIDENTS INVOLVING PEDESTRIANS

Driver factors determined by the investigating officer are tabulated in the right-hand charts.

In accidents involving pedestrians, factors include:

Traffic rule violations*	1.%
Driver inattention	12.4%
Alcohol/Drugs	3.5%

Fatal Accidents	**84**
Injury Accidents	**1,480**
Property Damage Accidents	**33**
TOTAL	**1,597**
KILLED* **	**87**
INJURED**	**1,720**

**1,578 pedestrians were injured
***86 pedestrians were killed

In accidents involving school-age children, factors include:

Traffic rule violations*	23.2%
Driver inattention	13.7%
Alcohol/Drugs	2.8%

Fatal Accidents	**78**
Injury Accidents	**3,155**
Property Damage Accidents	**0**
TOTAL	**3,233**
KILLED	**88**
INJURED	**7,013**

Driving factors contributing to accidents involving school buses include:

Traffic rule violations*	15.8%
Driver inattention	18.9%

Fatal Accidents	**3**
Injury Accidents	**85**
Property Damage Accidents	**592**
TOTAL	**680**
KILLED	**3**
INJURED	**185**

**Percentages for Traffic Rule Violations include: Unsafe Speed; Failure to yield Right of Way; Following too close; Improper Passing; Disregard of Traffic Controls; & Turning Improperly.*

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	56	5	50
Failed To Yield Right of Way	89	6	81
Following Too Close	3	0	3
Improper Passing	8	0	8
Disregard of Traffic Controls	24	1	20
Turning Improperly	5	0	4
Alcohol Involvement	63	4	58
Drug Involvement	2	0	2
Sick	0	0	0
Fell Asleep	3	1	2
Lost Consciousness	3	1	2
Driver Inattention	230	9	217
Distraction	19	2	17
Physical Disability	4	0	3
Other	192	6	184
None Detected	940	61	861
Not Stated	209	3	203
Totals	**1,850**	**99**	**1,715**

SCHOOL-AGE CHILDREN

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	343	22	321
Failed To Yield Right of Way	647	15	632
Following Too Close	98	2	96
Improper Passing	25	1	24
Disregard of Traffic Controls	137	4	133
Turning Improperly	48	0	48
Alcohol Involvement	154	11	143
Drug Involvement	5	0	5
Sick	6	0	6
Fell Asleep	31	2	29
Lost Consciousness	5	0	5
Driver Inattention	766	17	749
Distraction	67	1	66
Physical Disability	6	0	6
Other	295	5	290
None Detected	2,793	61	2,732
Not Stated	175	1	174
Totals	**5,601**	**142**	**5,459**

SCHOOL BUS ACCIDENTS

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	39	1	10
Failed To Yield Right of Way	107	1	25
Following Too Close	21	0	2
Improper Passing	12	0	3
Disregard of Traffic Controls	12	0	3
Turning Improperly	27	0	1
Alcohol Involvement	8	0	0
Drug Involvement	1	0	0
Sick	0	0	0
Fell Asleep	1	0	1
Lost Consciousness	1	0	1
Driver Inattention	261	1	23
Distraction	21	0	2
Physical Disability	1	0	0
Other	126	0	9
None Detected	640	2	84
Not Stated	97	0	6
Totals	**1,383**	**5**	**170**

CONTRIBUTING FACTORS (Contd.)

Driver factors contributing to accidents involving trains include:

Failure to yield right of way: 18.5%
Driver inattention 20.5%
Disregard of traffic controls: 17.2%

Fatal Accidents	**5**
Injury Accidents	**40**
Property Damage Accidents	**81**
TOTAL	**126**
KILLED	**6**
INJURED	**46**

Driver factors contributing to accidents involving trucks include:

Violations of traffic rules: 17.6%
Alcohol/drugs: 1.5%

Fatal Accidents	**98**
Injury Accidents	**2,043**
Property Damage Accidents	**9,511**
TOTAL	**11,652**
KILLED	**109**
INJURED	**2,992**

Driving factors contributing to accidents involving bicycles include:

Violation of traffic rules: 12.1%

Fatal Accidents	**13**
Injury Accidents	**767**
Property Damage Accidents	**186**
TOTAL	**966**
KILLED	**13**
INJURED*	**819**

**785 of those injured were bicyclists.*

TRAINS

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	4	0	2
Failed To Yield Right of Way	28	4	7
Following Too Close	0	0	0
Improper Passing	0	0	0
Disregard of Traffic Controls	26	1	13
Turning Improperly	0	0	0
Alcohol Involvement	9	0	6
Drug Involvement	0	0	0
Sick	0	0	0
Fell Asleep	0	0	0
Lost Consciousness	0	0	0
Driver Inattention	31	1	8
Distraction	0	0	0
Physical Disability	0	0	0
Other	17	0	2
None Detected	33	0	13
Not Stated	2	0	0
Totals	**151**	**6**	**51**

TRUCKS

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	715	27	296
Failed To Yield Right of Way	1,722	31	388
Following Too Close	611	1	138
Improper Passing	211	1	34
Disregard of Traffic Controls	249	7	86
Turning Improperly	486	2	51
Alcohol Involvement	325	11	163
Drug Involvement	15	0	6
Sick	11	2	3
Fell Asleep	118	5	59
Lost Consciousness	17	0	6
Driver Inattention	3,878	21	546
Distraction	223	0	45
Physical Disability	11	0	6
Other	1,961	9	276
None Detected	10,423	99	1,950
Not Stated	1,672	12	129
Totals	**22,648**	**228**	**4,182**

BICYCLES

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	12	0	12
Failed To Yield Right of Way	81	0	66
Following Too Close	3	0	3
Improper Passing	5	0	5
Disregard of Traffic Controls	12	0	10
Turning Improperly	8	0	6
Alcohol Involvement	8	2	5
Drug Involvement	3	0	2
Sick	0	0	0
Fell Asleep	3	0	2
Lost Consciousness	0	0	0
Driver Inattention	108	2	94
Distraction	4	0	4
Physical Disability	2	0	2
Other	53	0	45
None Detected	598	9	463
Not Stated	97	0	77
Totals	**997**	**13**	**796**

CONTRIBUTING FACTORS (Contd.)

Driver factors contributing to accidents involving motorcycles include:

Violation of traffic rules:	27.1%
Driver inattention	13.3%
Alcohol/Drugs:	4.6%

Fatal Accidents	**45**
Injury Accidents	**1,217**
Property Damage Accidents	**402**
TOTAL	**1,664**
KILLED	**46**
INJURED*	**1,477**

**Note: 16 of the injured persons were pedestrians and 8 were pedalcyclists.*

Driver factors contributing to accidents involving mopeds include:

Violation of traffic rules:	48.4%
Driver inattention::	25.9%

Fatal Accidents	**0**
Injury Accidents	**186**
Property Damage Accidents	**46**
TOTAL	**232**
KILLED	**0**
INJURED	**227**

MOTORCYCLES

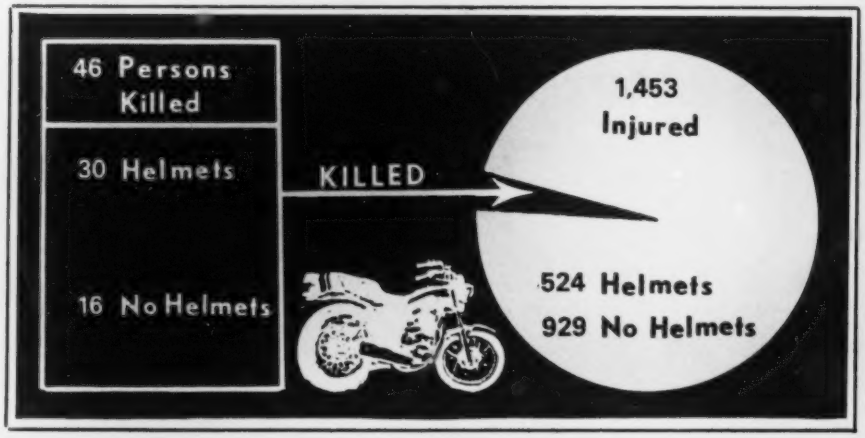
CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	268	26	217
Failed To Yield Right of Way	358	6	292
Following Too Close	62	1	29
Improper Passing	43	1	28
Disregard of Traffic Controls	30	0	22
Turning Improperly	51	0	38
Alcohol Involvement	136	11	105
Drug Involvement	3	0	2
Sick	0	0	0
Fell Asleep	3	1	2
Lost Consciousness	4	0	3
Driver Inattention	399	7	264
Distraction	37	1	27
Physical Disability	3	0	2
Other	219	6	160
None Detected	1,225	17	850
Not Stated	157	3	70
Totals	**2,998**	**80**	**2,111**

MOPEDS

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	21	0	17
Failed To Yield Right of Way	46	0	38
Following Too Close	5	0	4
Improper Passing	12	0	10
Disregard of Traffic Controls	16	0	14
Turning Improperly	10	0	10
Alcohol Involvement	12	0	12
Drug Involvement	1	0	1
Sick	1	0	1
Fell Asleep	0	0	0
Lost Consciousness	0	0	0
Driver Inattention	59	0	44
Distraction	8	0	7
Physical Disability	2	0	2
Other	31	0	23
None Detected	170	0	128
Not Stated	29	0	21
Totals	**423**	**0**	**332**

35% of those persons killed in motorcycle accidents were not wearing helmets.

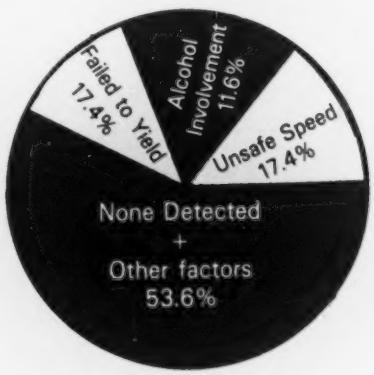
64% of those persons injured in motorcycle accidents were not wearing helmets.



CONTRIBUTING FACTORS (Contd.)
MULTIPLE FATAL ACCIDENTS

Driver contributing factors which were determined by the investigating officer for multiple fatal accidents are tabulated in the right-hand chart.

As depicted below, unsafe speed, failure to yield and alcohol involvement were noted in many of the multiple fatal accidents.



CONTRIBUTING FACTORS (Driver)	NUMBER
Unsafe Speed	27
Failing to Yield Right of Way	27
Following Too Close	0
Improper Passing	1
Disregard of Traffic Controls	3
Alcohol Involvement	18
Fell Asleep	2
Driver Inattention	5
Physical Disability	0
Other	13
None Detected	59
Not Stated on Report	0
Totals	**155**

SAFETY EQUIPMENT

The numbers of accidents in which a vehicle occupant (driver or other passenger) was using safety equipment are tabulated below, together with the numbers of accidents in which none of the occupants were restrained. The "low" usage of restraints is demonstrated by the percentages indicated.

TYPE OF EQUIPMENT USED	ACCIDENT TOTAL	FATAL	INJURY	PROPERTY DAMAGE
Lap Belt	18,395	44	3,927	14,424
Harness	18,735	65	4,219	14,451
Child Restraints	2,408	6	659	1,743
Helmets	1,003	30	788	185
Air Bag	24	0	8	16
Other Passive Restraints	63	0	19	44
Total Accidents Restraints Used	**40,628 (29%)**	**145 (20%)**	**4,028 (13%)**	**30,863 (28%)**
Total Accidents Restraint Not Used*	**99,793 (71%)**	**581 (80%)**	**26,991 (87%)**	**77,813 (72%)**

**Includes accidents in which it was not known whether a restraint was used.*

Note: Additional data on Safety Equipment can be found on pages 36 & 37 (for FATAL Accidents only).

TRUCK ACCIDENTS
(Contributing Factors)

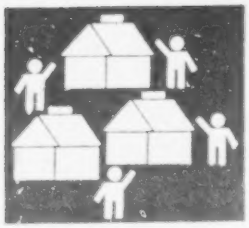
Vehicular factors, as noted by the investigating officer on the accident reports are tabulated below for accidents involving trucks. (See page 8 for type vehicles included as "trucks.") Persistently noted factors include Defective Brakes, Tire Failure, Over or Improper Load, and "Other," which may include such defects as wheels, bearings, transmission, accelerator, etc.

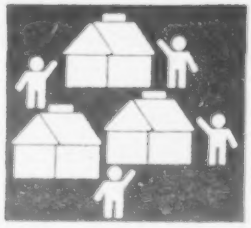
Vehicular Factors	All Accidents	Fatal Accidents	Non-Fatal Injury Accidents
Brakes Defective	424	6	110
Headlights Defective	8	1	2
Other Lighting Defects	84	2	21
Steering Failure	62	0	28
Tire Failure/Inadequate	145	3	46
Tow Hitch Defective	47	0	8
Over or Improper Load	108	3	9
Oversized Load on Vehicle	94	0	12
Other	650	2	123
None Detected	18,863	175	3,481
Not Stated	1,490	8	108
Total	**21,975**	**200**	**3,948**

Environmental factors tabulated below for accidents involving Trucks, show Slippery Surfaces, Obstructed or Limited View, Animals in the roadway, Road construction, Improperly parked vehicles, and "Other" factors as the most persistent. "Other" environmental factors may include a previous accident on the roadway, a driver bitten by an insect, a poorly banked curve, or a variety of additional factors which can affect road safety.

Environmental Factors	All Accidents	Fatal Accidents	Non-Fatal Injury Accidents
Animal Action	131	2	6
Glare	62	1	18
View Obstructed/Limited	556	2	98
Debris in Roadway	80	0	26
Improper/Non-Working Traffic Control	18	0	1
Shoulders Defective	70	0	16
Holes/Deep Ruts/Bumps	35	0	4
Road Under Construction Maintenance	219	5	54
Improperly Parked Vehicles	81	1	21
Fixed Objects	38	0	5
Slippery Surfaces	1,049	24	309
Water Pooling	49	1	12
Other	434	6	74
None Detected	17,732	154	3,201
Not Stated	1,479	8	123
Total	**22,033**	**204**	**3,968**

DRIVER INVOLVEMENT - 1986 ACCIDENTS



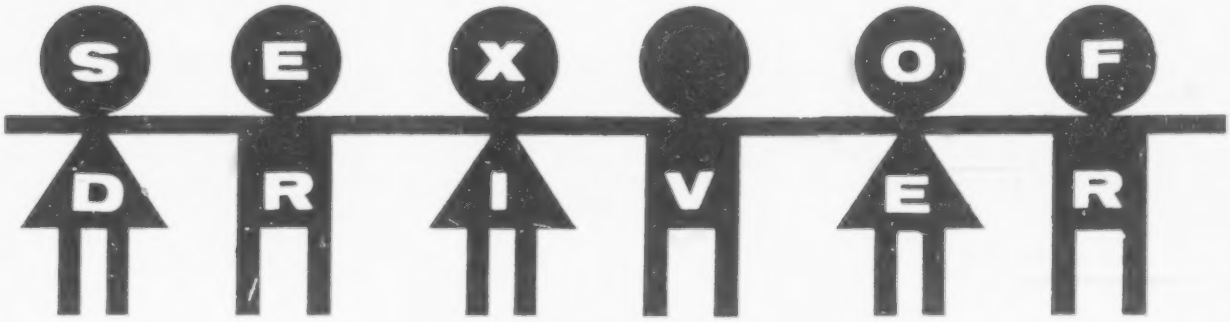


230,933 drivers were involved in accidents during 1986. 1,020 drivers were involved in fatal accidents. The chart below tabulates driver involvement by residence and shows that most drivers (84%) were residents of the locality where the accident occurred.

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	Number Involved In Accidents	Percent of Total	Number Involved In Fatal Accidents	Percent of Total
Local Resident	195,385	84.6	835	81.9
Residing Elsewhere in State	6,449	2.8	57	5.6
Non-Resident*	18,128	7.8	125	12.3
Unknown	10,971	4.8	3	0.0
TOTAL	230,933		1,020	

131 persons were killed in accidents involving out-of-state drivers; 5,907 persons were injured in accidents involving out-of-state drivers; of those injured, 1,295 suffered incapacitating injuries, 2,289 non-incapacitating injuries, and 2,323 were "possible" injuries.



SEX OF DRIVERS INVOLVED IN ACCIDENTS

As shown in the chart below, 59.8% of the drivers involved in accidents during 1986 were male; 35.6% were female. In fatal accidents 75.4% of the drivers were male; 24.0% were female.

TOTAL ACCIDENTS

Sex	# IN ACCIDENTS	% IN ACCIDENTS*
MALE	138,128	59.8
FEMALE	82,165	35.6
NOT STATED	10,640	4.6
TOTAL	230,933	

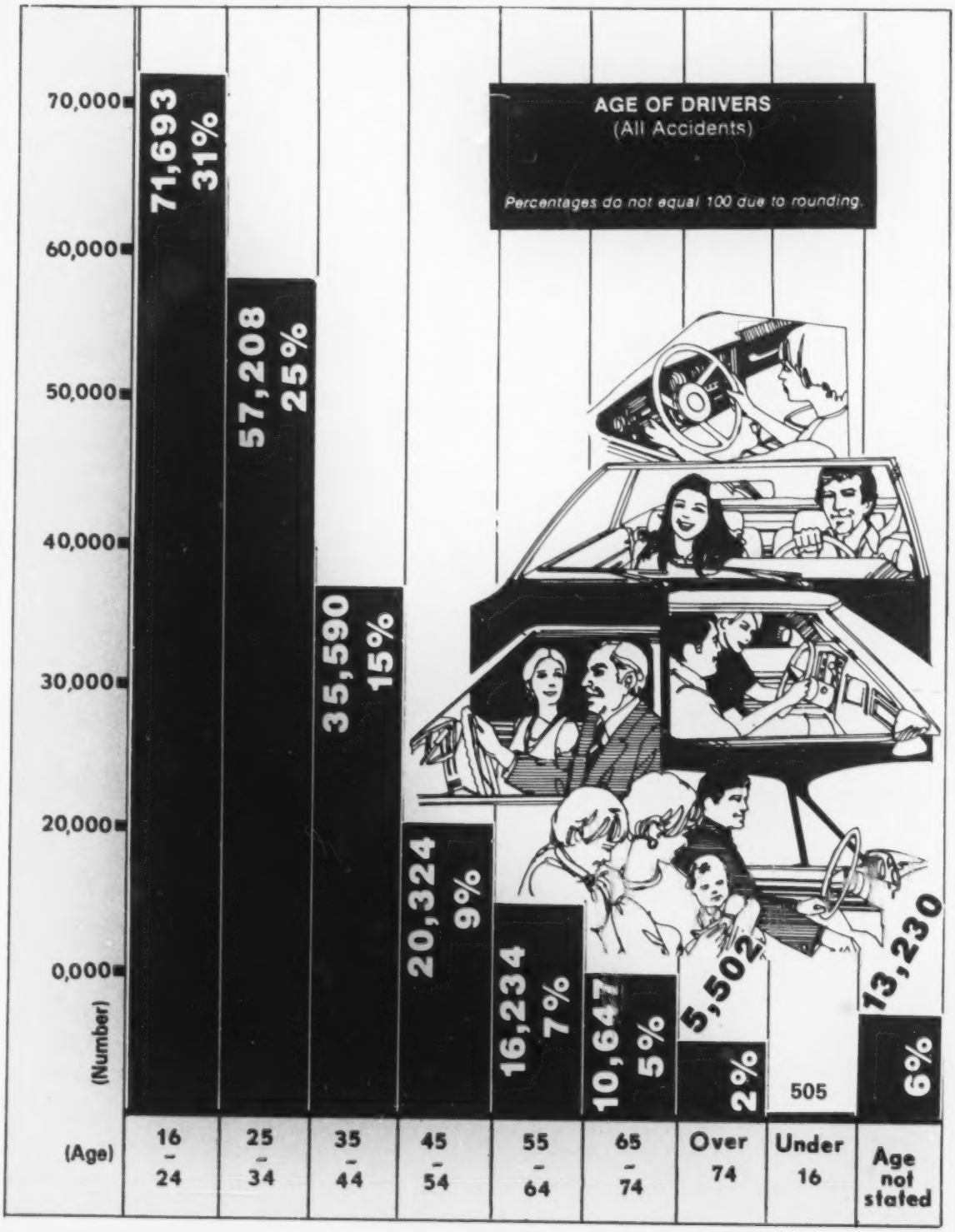
FATAL ACCIDENTS

Sex	# IN ACCIDENTS	% IN ACCIDENTS*
MALE	769	75.4
FEMALE	245	24.0
NOT STATED	6	0.6
TOTAL	1,020	

**Percentages do not equal 100% due to rounding*

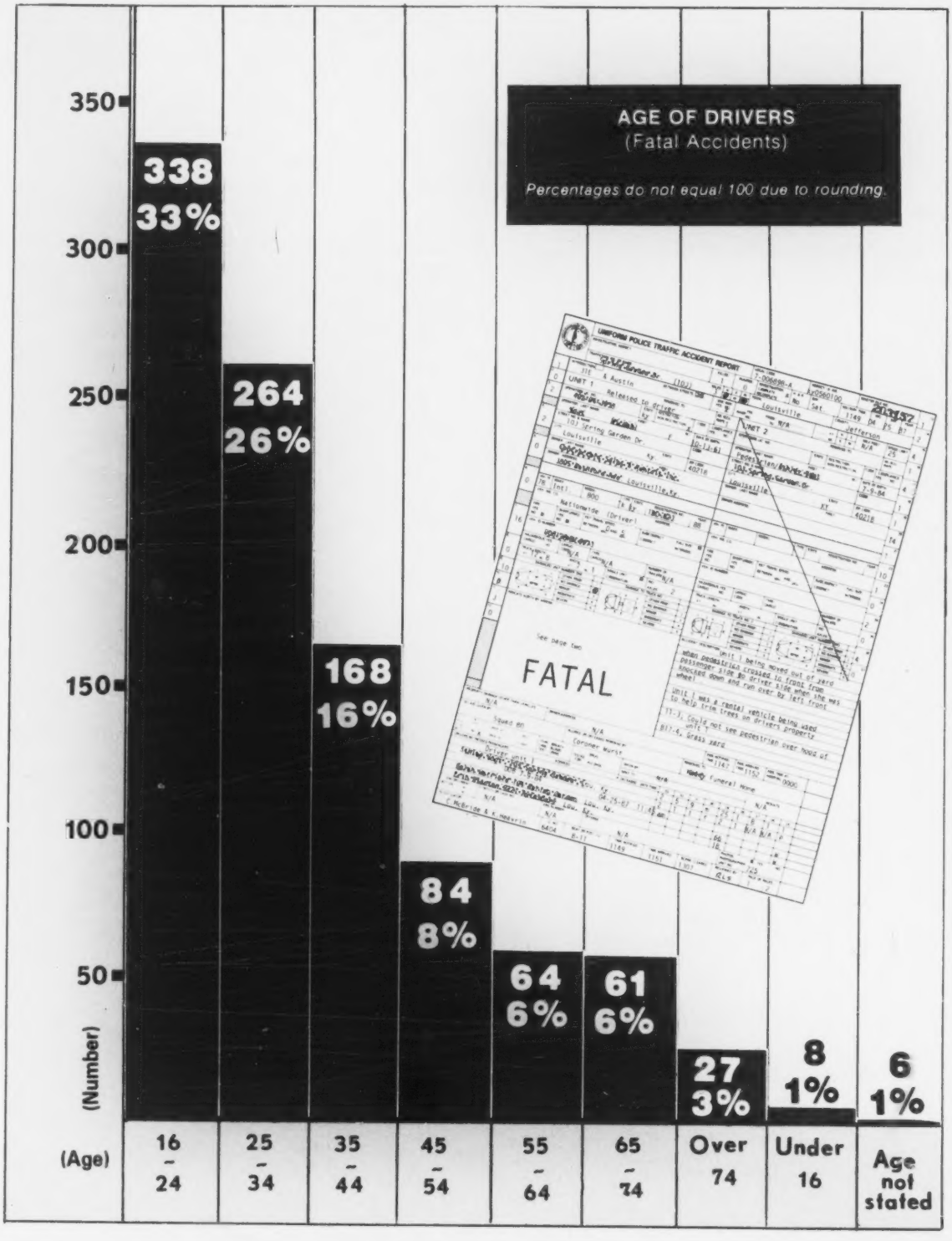
AGE OF DRIVERS - 1986
(All Accidents)

The chart groups the ages of drivers involved in 1986 accidents. Percentages are based on 230,933 drivers and includes 13,230 (6%) drivers whose ages were not stated on the accident report.



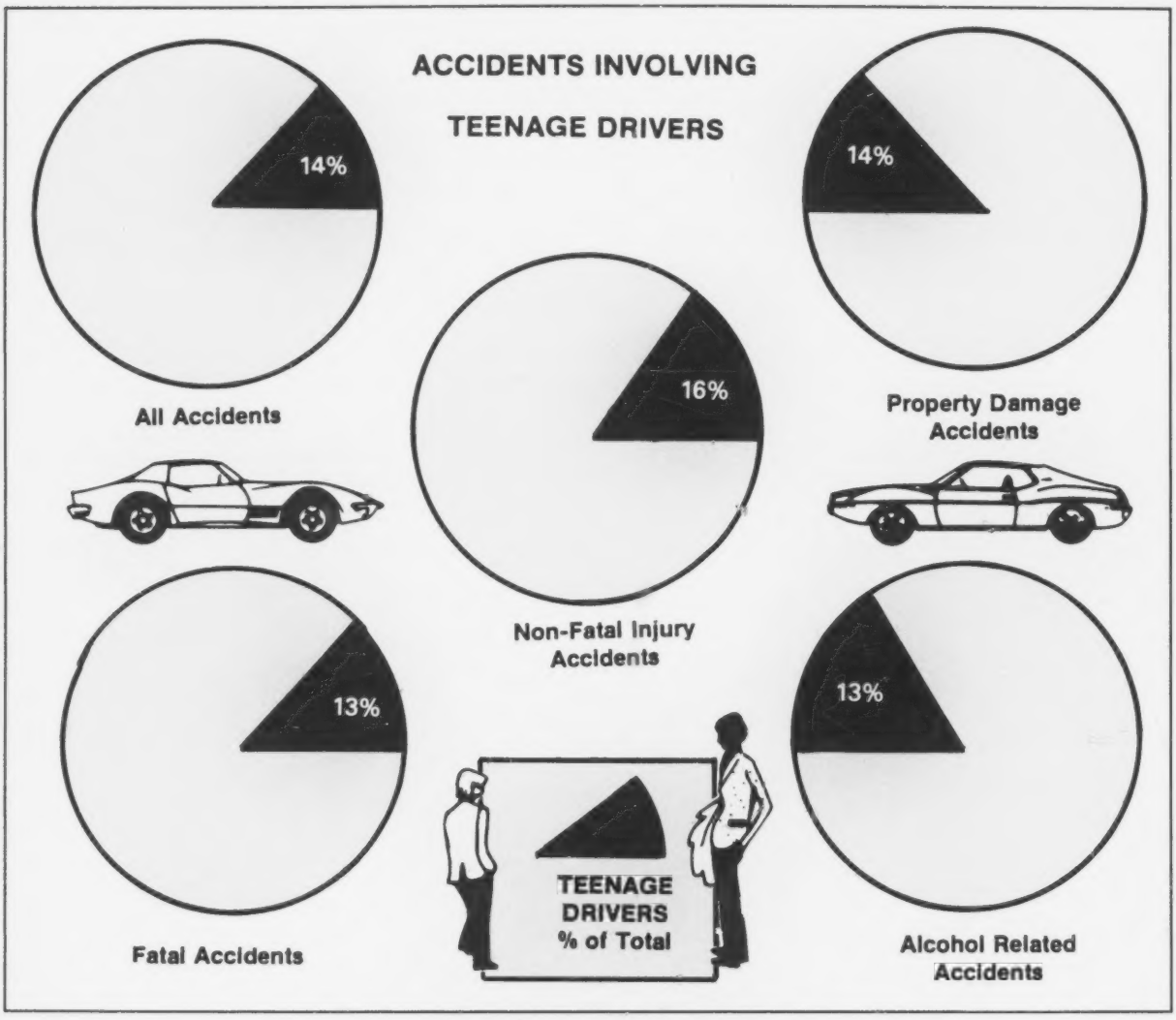
AGE OF DRIVERS - 1986
(Fatal Accidents Only)

The chart groups the ages of drivers involved in 1986 Fatal Accidents. Percentages are based on drivers involved in Fatal Accidents during 1986 and includes 6 drivers (1%) who ages were not stated on the accident report.



TEENAGE DRIVERS INVOLVED IN ACCIDENTS

The percentage of teenage drivers' (versus other age groups) involvement in 1986 accidents (by type) are shown below.



TEENAGE DRIVERS REPRESENT 12.6% OF KENTUCKY'S LICENSED DRIVERS (Based on Population Ratio)

The number of teenage drivers involved in accidents, together with Alcohol Related Accidents, are shown below. It should be noted that tabulations for "Alcohol Related Accidents" were derived from "human" contributing factors noted by officers on accident reports. As shown, 32,810 teenage drivers were involved in traffic accidents during 1986, an increase of 1,525 (4.9%) over 1985.

	NUMBER OF TEENAGE DRIVERS INVOLVED IN				
YEAR	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	ALCOHOL RELATED
1986	30,108	128	7,783	22,197	1,316
1985	31,285	127	7,608	23,550	1,205

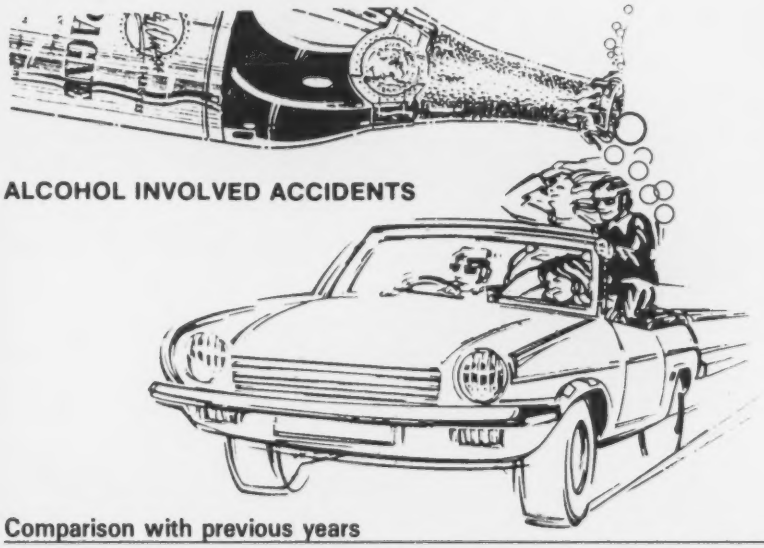
ALCOHOL INVOLVED ACCIDENTS - 1986

An alcohol involved accident is any accident in which the driver was determined to have been drinking. This determination is made by the officer investigating the accident - irrespective of whether or not sobriety tests later established that the driver was "legally drunk" (.10 or above blood alcohol content).

Fatal:	171
Injury:	3,496
Property Damage:	4,094
TOTAL:	7,761

7,761 alcohol involved accidents were reported during 1986. 171 of the alcohol involved accidents were fatal, 3,496 were injury accidents, and 4,094 resulted in property damage.

The number of persons killed and injured in alcohol involved accidents during 1986 are depicted in the right-hand chart.



ALCOHOL INVOLVED ACCIDENTS

Killed:	194
Injured:	5,605
Incapacitating Injuries:	1,743
Non-Incapacitating Injuries:	2,442
Possible Injuries:	1,420

Comparison with previous years

During 1986 alcohol involved accidents increased by less than one percent over 1985. The 194 persons killed in 1986 reflect an increase of fifteen percent when compared with the 168 persons killed in 1985. During 1986, 5,605 persons were injured in alcohol related accidents, an increase of six percent over 1985 when 5,297 persons were injured.

Looking at the five year period (1982 to 1986), as depicted in the chart below, an average decrease of 6.5 percent in alcohol involved accidents have been realized, with a decrease of 2.8% in persons killed and a 4.6% decrease in persons injured. It should be noted that most of these decreases were attributable to 1984 and 1985 data. Kentucky's "slammer bill" became effective on July 13, 1984. The sharp increase in persons killed and injured during 1986, indicates that the "Novelty" of the "Slammer Bill" has worn off as far as the driving public is concerned.

YEAR	TOTAL ACCIDENTS (Alcohol Involved)	% INCREASE/ DECREASE OVER PREVIOUS YEAR	TOTAL KILLED	(%) +/−	TOTAL INJURED	(%) +/−
1986	7,761	+0.2%	194	+15%	5,606	+6%
1985	7,744	−10%	168	−11%	5,297	−11%
1984	8,639	−11%	189	−13%	5,951	−10%
1983	9,689	− 5%	217	− 0%	6,636	− 4%
1982	10,169	− 7%	217	− 5%	6,885	− 4%

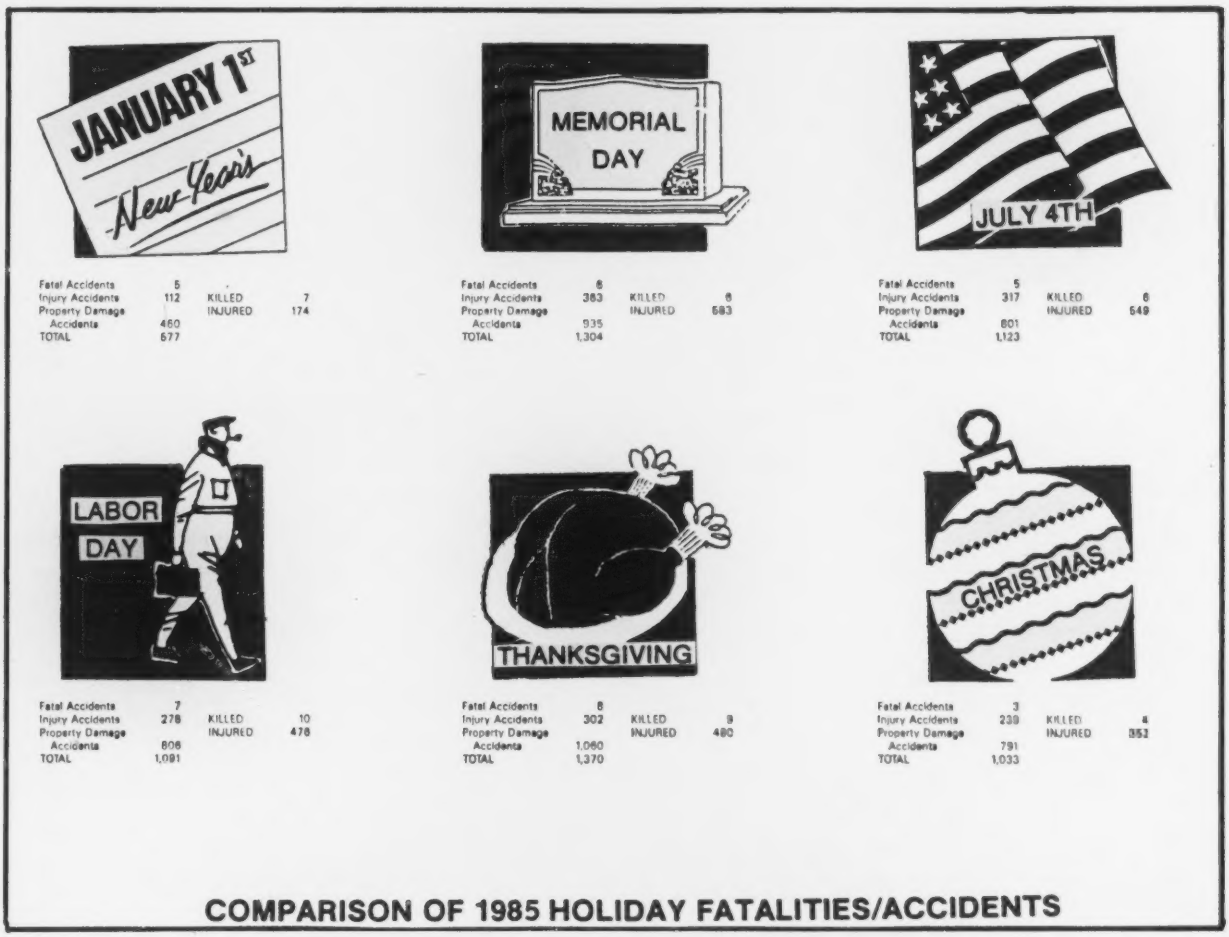
DAY AND TIME OF OCCURRENCE - 1986 ACCIDENTS

The chart below depicts the number of deaths in fatal accidents for a ten year period, 1977 through 1986 on major holidays (inclusive of time periods established by the National Safety Council). A total of 42 persons were killed in 1986 holiday fatalities.

HOLIDAY (Total Deaths)	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986
NEW YEAR'S EVE	20	7	7	10	8	5	5	9	5	7
MEMORIAL DAY	9	14	10	10	10	6	7	8	3	6
JULY 4TH	18	17	5	16	18	8	8	4	11	6
LABOR DAY	10	10	13	6	4	17	6	14	6	10
THANKSGIVING	17	15	8	11	14	10	9	12	6	9
CHRISTMAS	6	11	18	12	8	11	11	8	5	4

Note: New Year's Eve holiday ran from 6 pm, Dec. 30, 1986 through midnight, Jan. 1, 1987.

The Labor Day holiday period registered the highest number of fatalities during 1986. The lowest number of holiday fatalities occurred over the Christmas holiday. The chart below shows relevant accident data for each of the 1986 holidays.



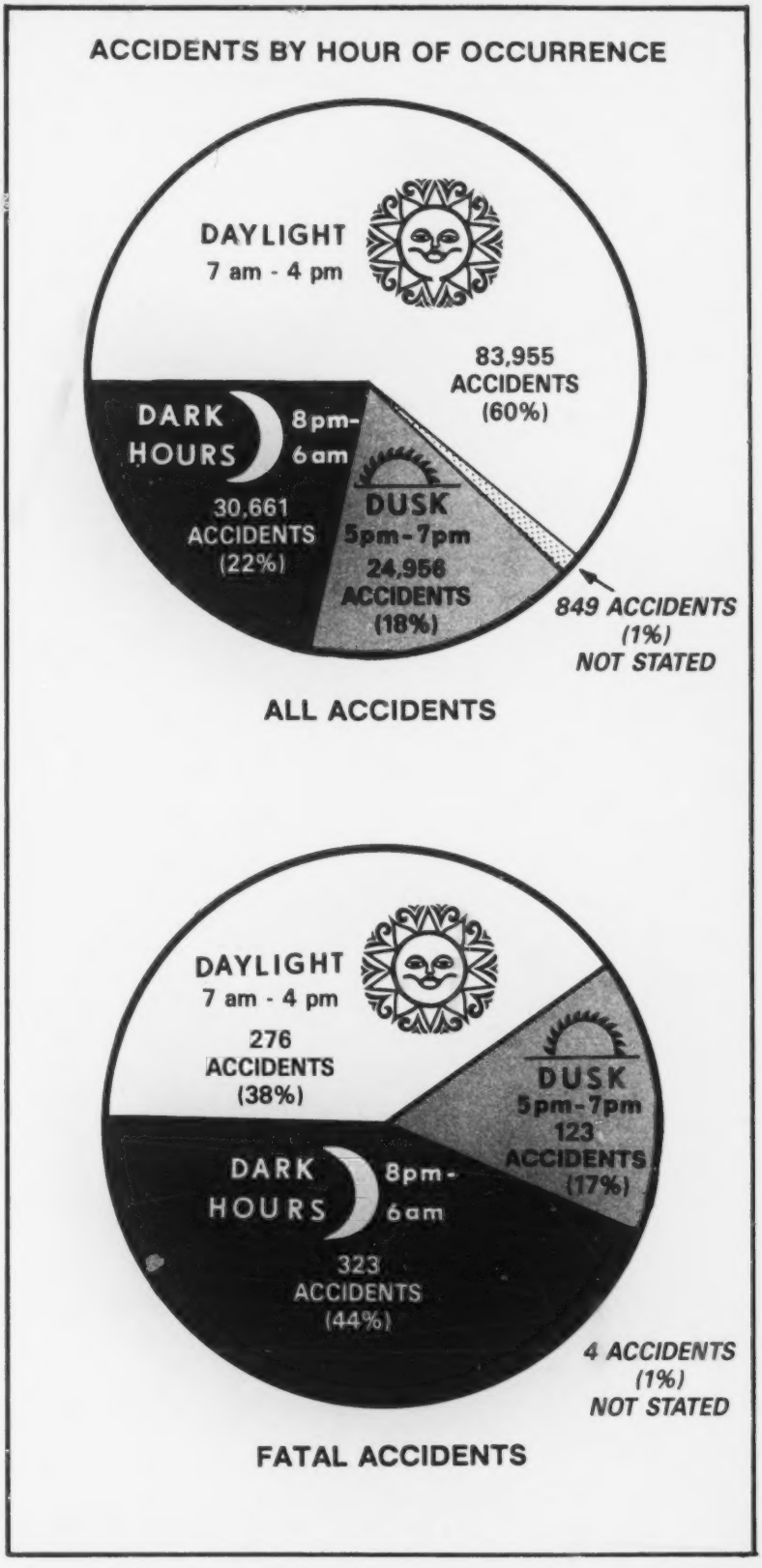
COMPARISON OF 1985 HOLIDAY FATALITIES/ACCIDENTS

ACCIDENTS BY HOUR OF OCCURRENCE

60% of all accidents reported during 1986 occurred during "daylight" hours (7 am to 4 pm). 22% of all accidents occurred during "dark" hours (8 pm to 6 am), and 18% occurred at "dusk" (5 pm to 7 pm).

38% of all fatal accidents occurred during "daylight" hours; 44% occurred during "dark" hours; and 17% at "dusk."

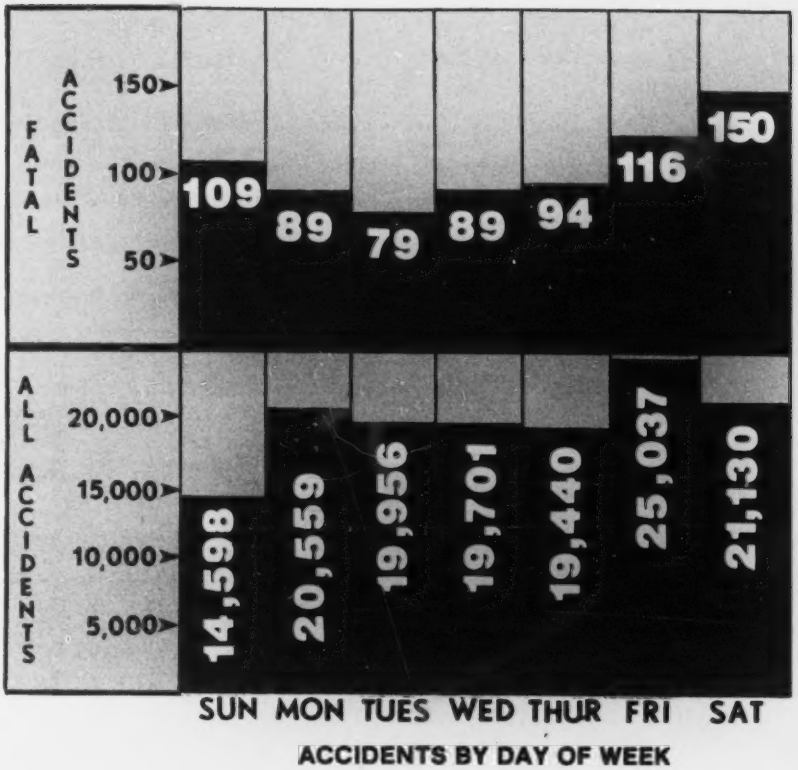
NOTE: Time categories do not take into account variances due to season and daylight savings time changes.



1986 ACCIDENTS BY DAY AND MONTH

The right-hand graph shows Fatal vs. All Accidents by Day of occurrence.

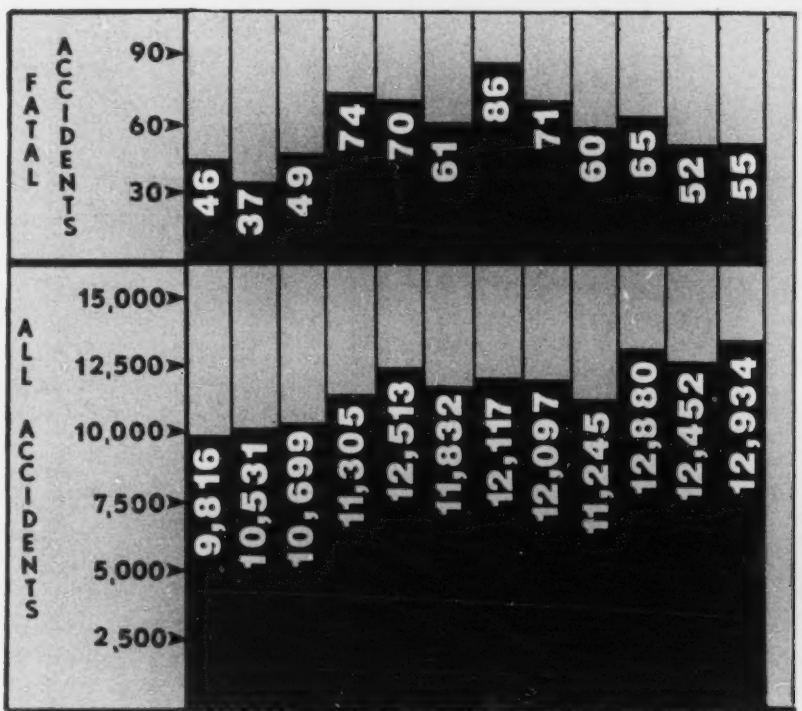
51.6% of all Fatal Accidents occurred on weekends (Friday, Saturday, and Sunday combined). 46.7% of All Accidents occurred on Thursday, Friday and Saturday.



ACCIDENTS BY DAY OF WEEK

July and April recorded the highest number of Fatal Accidents, December ranked highest for all accidents.

The lowest number of accidents, including Fatal accidents, were reported during January and February.



ACCIDENTS BY MONTH OF YEAR

LOCATION OF ACCIDENTS

The chart shows the number of accidents during 1986 by type of roadway, with percentages of all accidents.

As shown, relatively few accidents were reported on Interstate Highways (5%).

28% of all accidents occurred on Kentucky's "State Numbered" roads, with 46% of all fatal accidents reported during 1986 occurring on this type of roadway.

Although 33% of all accidents occurred on local streets, only 6% of the 1986 fatal accidents occurred on local streets.

NOTE: A breakdown of Interstate and Parkway accidents is provided on page 32.

ROADWAY

TYPE OF ROADWAY	Fatal Accidents	Nonfatal Accidents	Property Accidents	% Total
Interstate	55	1,637	4,709	5
U.S. Route	199	9,080	25,383	25
State	336	11,751	27,445	28
Other Major Arterial	13	181	486	0.4*
County	79	2,777	9,720	9
Local	44	5,593	40,933	33
TOTAL	**726**	**31,019**	**108,676**	

*Less than 1%

INTERSTATE HIGHWAYS are relatively safe due to built-in safety features.

INTERSTATE SYSTEM
is the National System of Interstate and Defense Highways as defined in Section 101, Title 23, United States Code.

OTHER U.S. ROUTE NUMBERED
is a trafficway numbered by the American Association of State Highways and Transportation Officials, but not an Interstate Highway.

OTHER STATE ROUTE NUMBERED
is a trafficway within a state trafficway system, but not an Interstate highway or other U.S. Route numbered highway.

PARKWAY
is a trafficway within the Kentucky system, specifically designated as such by the Kentucky Transportation Cabinet, Department of Highways.

COUNTY ROAD
is a trafficway within a state trafficway system, but not an Interstate or Other U.S. route numbered highway.

CITY STREET (LOCAL)
is a trafficway within a city trafficway system that is not an Interstate, Other U.S. Route, Other State Route, or County road.

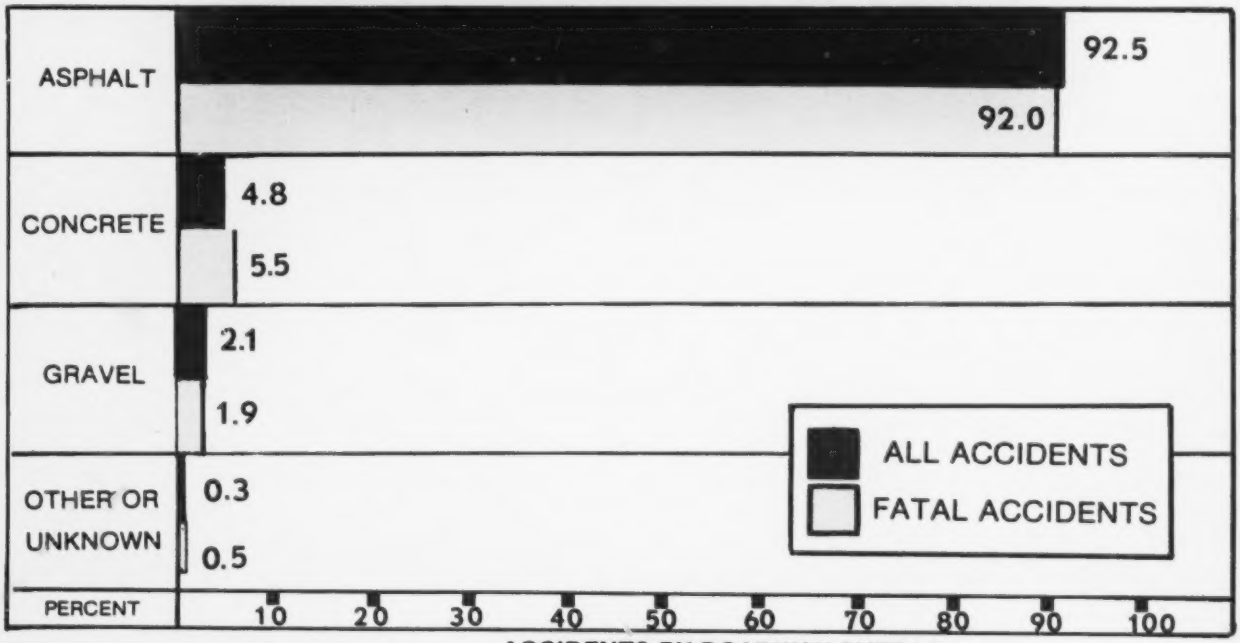
The above definitions, with the exception of "Parkways," are standard definitions published by the National Safety Council, December 2, 1983.

ACCIDENTS BY ROADWAY SURFACE

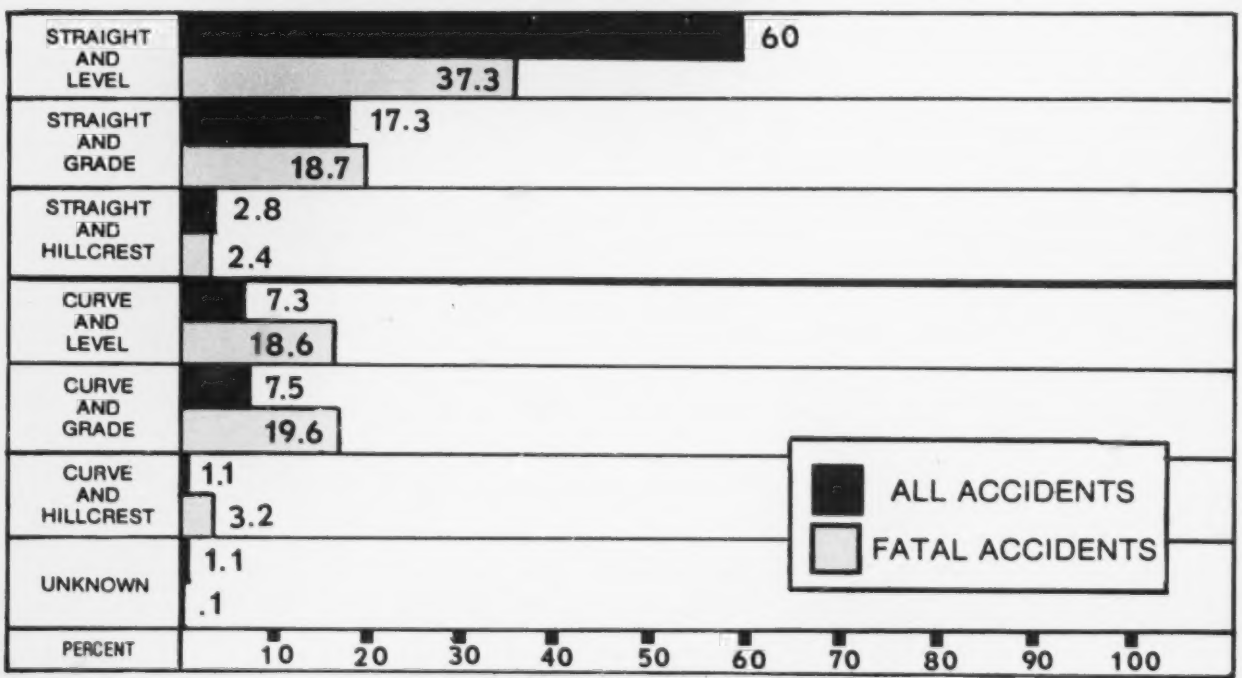
The charts below depict percentages of all accidents and fatal accidents according to the surface and character of the roadway on which the accident occurred.

While more than 93% of all accidents occurred on asphalt surfaced roadways, it should be noted that 96% of Kentucky's high-volume-traffic roadways are asphalt surfaced roads.

As depicted in the bottom chart, 83% of all accidents occurred on straight roads and 16% on curved roads. Slightly more than 41% of the Fatal Accidents during 1986 occurred on curved roads.

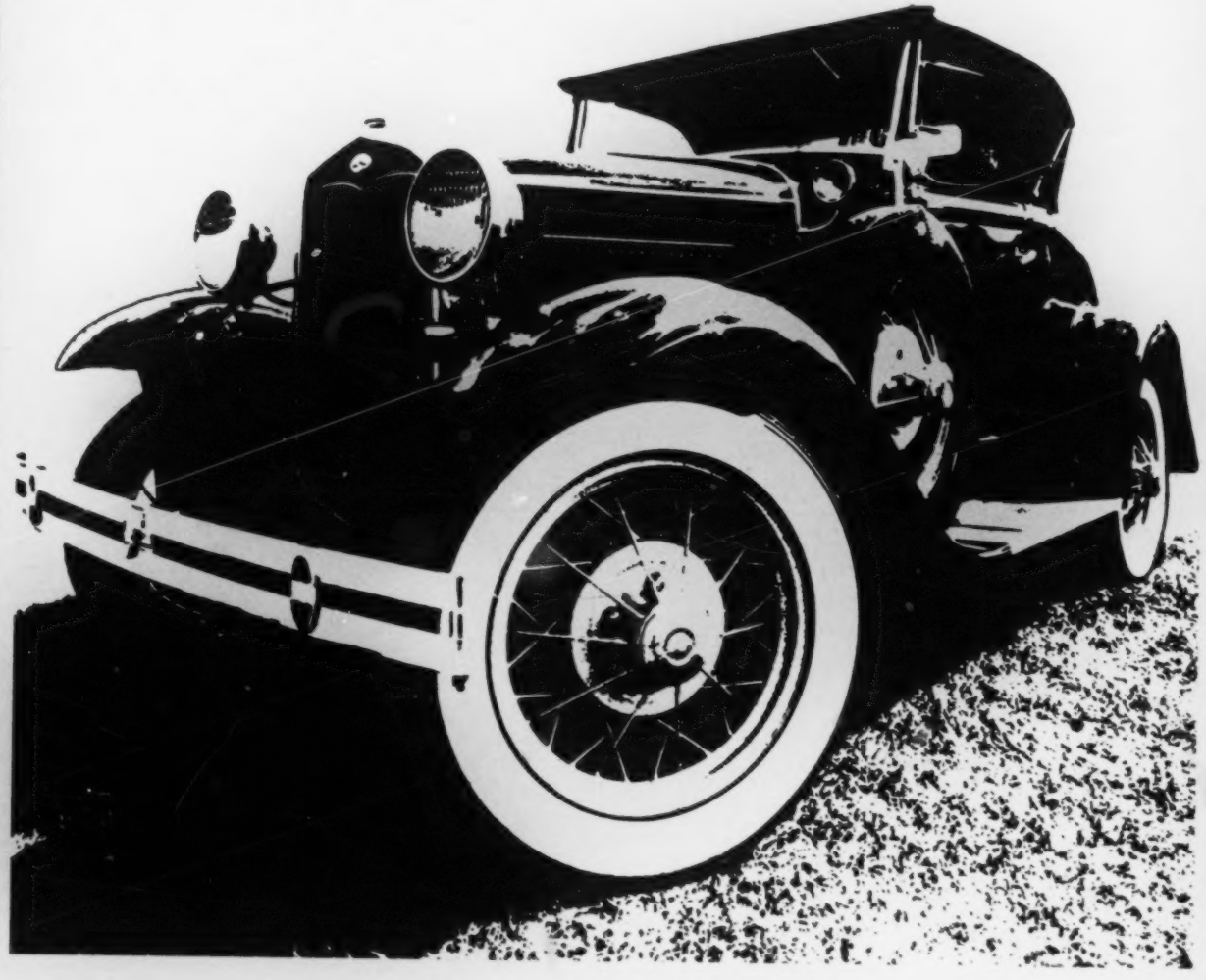


ACCIDENTS BY ROADWAY SURFACE



ACCIDENTS BY ROADWAY CHARACTER

ACCIDENTS by COUNTY



ACCIDENTS BY COUNTY - 1986

	TOTAL		ACCIDENTS						PERSONS				ALCOHOL INVOLVED			
			FATAL		NON-FATAL		PRO. DAMAGE		KILLED		INJURED		ACCIDENTS		DRIVERS	
COUNTY	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985
ADAIR	435	469	3	4	88	84	344	381	3	4	158	159	29	29	29	29
ALLEN	582	537	8	2	139	158	435	377	8	2	219	229	32	24	32	24
ANDERSON	440	424	3	4	87	87	350	333	3	5	144	130	26	16	26	16
BALLARD	217	200	2	3	78	57	137	140	2	3	107	84	14	11	15	11
BARREN	1,298	1,339	15	8	276	338	1,007	993	18	10	455	510	32	51	32	51
BATH	230	240	6	2	70	54	154	184	8	3	118	82	17	15	17	15
BELL	1,017	912	7	9	254	209	756	694	12	12	381	335	72	71	72	72
BOONE	3,216	3,027	16	17	709	650	2,491	2,360	16	20	1,096	1,007	205	159	211	161
BOURBON	789	836	3	7	185	187	601	642	3	11	276	287	62	64	62	65
BOYD	2,308	2,477	3	6	454	475	1,851	1,996	3	6	674	700	96	99	97	100
BOYLE	1,000	1,041	2	7	232	218	766	816	2	8	347	326	42	31	43	31
BRACKEN	181	169	2	1	37	45	142	123	2	1	63	60	11	18	11	19
BREATHITT	409	438	2	4	148	147	259	287	2	4	222	244	29	36	30	37
BRECKINRIDGE	354	394	4	3	97	123	253	268	5	3	147	208	15	13	16	13
BULLITT	1,305	1,366	11	12	368	382	926	972	14	16	560	646	70	69	70	69
BUTLER	345	294	6	3	103	76	236	215	6	3	145	138	17	12	17	12
CALDWELL	427	468	2	1	112	95	313	372	4	1	161	142	41	37	41	38
CALLOWAY	1,022	1,012	7	5	273	281	742	726	7	5	426	437	53	61	53	62
CAMPBELL	3,423	3,465	11	8	666	678	2,746	2,779	11	8	890	908	211	188	214	190
CARLISLE*	57	70	–	1	24	32	33	37	–	1	37	51	5	3	5	3
CARROLL	426	431	6	2	113	108	307	321	6	2	178	152	30	34	33	36
CARTER	483	600	2	3	133	132	348	465	2	3	204	214	41	39	42	40
CASEY	83	103	5	1	36	38	42	64	5	1	64	65	13	6	13	6
CHRISTIAN	2,265	2,412	11	7	453	483	1,801	1,922	11	7	668	670	170	154	171	158
CLARK	1,194	1,302	9	4	266	280	919	1,018	9	5	408	404	72	78	73	78
CLAY	457	494	6	6	108	122	343	366	8	10	172	225	46	29	47	30
CLINTON	251	257	4	5	62	50	185	202	4	5	98	83	20	27	20	27
CRITTENDEN*	268	222	1	–	79	61	188	161	1	–	115	84	16	10	16	11
CUMBERLAND	131	117	3	3	28	21	100	93	4	5	41	34	11	12	11	13
DAVIESS	4,091	4,193	8	7	935	889	3,148	3,297	9	8	1,407	1,309	229	201	233	203
EDMONSON	235	225	2	4	56	80	177	141	2	5	81	126	16	15	16	15
ELLIOTT	50	50	1	1	23	22	26	27	1	1	44	40	9	5	11	5
ESTILL	348	369	5	3	88	94	255	272	7	3	148	149	19	20	19	20
FAYETTE	12,087	12,276	36	30	2,317	2,273	9,734	9,973	40	34	3,253	3,205	670	640	676	642
FLEMING	305	318	3	3	92	80	210	235	5	6	150	125	13	15	13	15
FLOYD	1,150	1,257	5	9	358	433	787	815	5	12	556	686	74	93	74	94
FRANKLIN	1,922	2,003	4	5	371	339	1,547	1,659	4	5	550	483	109	115	109	115
FULTON	199	207	2	1	48	34	149	172	2	1	82	52	16	14	16	14
GALLATIN*	152	150	2	–	48	45	102	105	2	–	71	62	7	16	7	16
GARRARD	254	259	3	1	55	53	196	205	3	1	96	88	13	16	13	16
GRANT	635	672	5	3	179	199	451	470	5	3	301	319	54	35	55	35
GRAVES	1,203	1,124	8	2	268	255	927	867	8	2	402	369	64	42	65	42
GRAYSON	698	641	2	7	157	144	539	490	2	8	240	230	23	33	24	35
GREEN*	252	249	2	–	64	61	186	188	2	–	104	91	6	8	7	8
GREENUP	975	995	6	2	250	245	719	748	8	2	418	394	59	50	59	51

**No fatal accidents reported during 1986*

ACCIDENTS BY COUNTY (cont.) - 1986

	TOTAL		ACCIDENTS						PERSONS				ALCOHOL INVOLVED			
			FATAL		NON-FATAL		PRO. DAMAGE		KILLED		INJURED		ACCIDENTS		DRIVERS	
COUNTY	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985
HANCOCK*	150	128	–	–	54	46	96	82	–	–	90	74	9	5	9	5
HARDIN	3,103	2,934	19	12	668	641	2,416	2,281	24	14	1,040	1,015	174	157	176	157
HARLAN	1,091	1,157	7	3	265	287	819	867	9	3	391	485	76	100	76	101
HARRISON	505	584	1	3	105	128	399	453	2	3	156	176	35	23	36	23
HART	330	347	3	6	92	100	235	241	3	7	152	150	14	23	14	24
HENDERSON	2,104	2,274	9	7	466	471	1,629	1,796	12	8	696	694	106	112	106	112
HENRY	371	444	3	4	78	113	290	327	3	4	112	174	36	40	37	40
HICKMAN	75	135	1	1	24	39	50	95	1	2	36	63	7	13	7	13
HOPKINS	1,894	2,025	13	8	448	412	1,433	1,605	14	13	672	626	85	82	86	82
JACKSON	168	203	6	4	49	46	113	153	7	4	85	85	14	18	14	18
JEFFERSON	33,606	32,842	77	69	6,410	5,945	27,119	26,828	85	71	9,178	8,360	1,288	1,588	1,302	1,612
JESSAMINE	1,108	1,048	5	5	246	217	857	826	5	5	367	333	52	55	52	55
JOHNSON	619	566	11	4	157	130	451	432	12	6	263	217	28	15	28	15
KENTON	6,650	6,836	10	17	1,382	1,371	5,258	5,448	11	17	1,981	1,925	431	439	442	445
KNOTT	284	328	7	3	95	124	182	201	8	3	138	173	19	21	19	21
KNOX	853	783	6	2	197	199	650	582	7	2	329	324	73	66	73	67
LARUE	318	344	3	3	71	95	244	246	3	4	107	137	21	29	21	30
LAUREL	1,400	1,427	13	12	327	241	1,060	1,174	15	12	576	422	77	74	77	74
LAWRENCE	270	336	5	3	93	97	172	236	5	3	155	162	35	11	36	11
LEE	122	171	3	4	20	36	99	131	4	5	34	53	5	6	5	6
LESLIE	189	212	4	5	83	84	102	123	4	5	117	120	14	31	14	33
LETCHER	506	499	8	6	132	162	366	331	8	7	207	263	39	30	39	30
LEWIS	270	265	1	1	78	73	191	191	1	1	120	117	26	20	26	20
LINCOLN	460	433	3	4	110	122	347	307	6	4	194	199	30	21	30	21
LIVINGSTON	184	228	1	2	74	61	109	165	1	2	115	94	16	20	16	20
LOGAN	818	817	6	6	178	204	634	607	6	7	253	303	45	46	45	46
LYON*	91	106	3	–	27	36	61	70	3	–	42	69	2	4	2	4
McCRACKEN	3,185	3,010	12	9	710	664	2,463	2,337	13	11	1,037	980	188	176	188	179
McCREARY	156	287	7	1	47	78	102	208	7	1	100	139	14	22	14	22
McLEAN	228	215	3	4	62	82	163	129	3	4	97	120	16	15	16	15
MADISON	2,463	2,635	16	12	454	433	1,993	2,190	21	14	717	648	204	134	208	135
MAGOFFIN	233	300	7	7	88	106	138	187	8	8	153	182	24	19	24	24
MARION	632	573	6	1	125	103	501	469	7	1	212	152	54	46	56	48
MARSHALL	745	717	6	4	217	212	522	501	6	5	349	312	42	35	43	35
MARTIN	182	186	1	2	66	61	115	123	1	2	119	99	7	9	7	9
MASON	806	852	1	4	124	139	681	709	1	5	186	220	45	39	45	39
MEADE	578	563	5	4	165	169	408	390	5	6	276	263	55	67	55	69
MENIFEE	67	70	4	1	29	25	34	44	4	2	57	44	8	5	8	6
MERCER	722	718	4	4	170	183	548	531	4	4	262	260	57	53	57	54
METCALFE*	177	179	–	4	53	59	124	116	–	4	84	90	5	10	5	10
MONROE	165	180	7	4	50	48	108	128	9	5	87	79	15	12	16	12
MONTGOMERY	826	768	5	4	184	183	637	581	5	6	271	271	41	42	42	44
MORGAN*	113	135	–	2	50	61	63	72	–	2	76	97	16	16	16	16
MUHLENBERG	983	1,034	4	2	251	242	728	790	4	2	395	364	48	50	49	51
NELSON	1,079	1,017	6	8	300	221	773	788	6	10	473	351	75	80	75	80

**No fatal accidents reported during 1986*

ACCIDENTS BY COUNTY (cont.) - 1986

	TOTAL		ACCIDENTS						PERSONS				ALCOHOL INVOLVED			
			FATAL		NON-FATAL		PRO. DAMAGE		KILLED		INJURED		ACCIDENTS		DRIVERS	
COUNTY	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985
NICHOLAS	101	83	4	1	21	20	76	62	4	1	33	26	10	8	10	8
OHIO	538	569	4	4	159	156	375	409	4	5	242	227	40	23	41	23
OLDHAM	821	812	1	4	208	211	612	597	1	5	300	319	52	47	52	47
OWEN*	205	222	1	–	73	74	131	148	1	–	103	110	15	6	15	6
OWSLEY	74	77	2	1	16	22	56	54	2	1	21	35	5	7	5	7
PENDLETON	295	301	2	2	75	70	218	229	2	2	115	100	13	18	13	18
PERRY	1,112	1,147	14	9	297	302	801	836	17	10	487	450	68	94	69	95
PIKE	2,258	2,218	9	18	648	655	1,601	1,545	9	19	1,045	1,035	156	146	156	149
POWELL	284	177	2	3	96	54	186	120	2	3	134	92	14	14	14	14
PULASKI	1,581	1,625	12	14	338	345	1,231	1,266	15	17	576	554	65	52	65	52
ROBERTSON*	23	11	–	–	12	6	11	5	–	–	15	11	3	1	3	1
ROCKCASTLE	419	422	4	6	114	110	301	306	4	6	192	186	27	39	27	39
ROWAN	782	772	4	4	206	166	572	602	4	4	315	271	60	40	60	40
RUSSELL	284	226	5	2	64	61	215	163	7	2	132	90	11	12	11	12
SCOTT	806	964	5	3	162	218	639	743	5	3	225	306	46	41	46	42
SHELBY	856	970	4	8	179	208	673	754	4	8	301	308	66	63	66	63
SIMPSON	667	615	2	8	175	152	490	455	2	13	271	225	24	23	24	23
SPENCER*	106	122	4	–	30	33	72	89	4	–	56	42	11	8	11	8
TAYLOR	750	691	4	3	155	130	591	558	4	6	252	195	38	35	38	35
TODD	215	215	5	6	53	56	157	153	5	6	82	102	14	15	14	15
TRIGG	372	340	2	3	103	85	267	252	2	3	183	142	28	18	28	18
TRIMBLE*	127	151	–	–	44	38	83	113	–	–	63	61	8	7	8	7
UNION	489	488	7	1	115	129	367	358	7	1	173	190	30	45	30	45
WARREN	4,135	4,424	16	14	872	859	3,247	3,551	17	15	1,272	1,303	208	219	209	223
WASHINGTON	237	243	6	1	37	47	194	195	7	1	60	70	15	10	15	10
WAYNE	400	354	3	4	83	61	314	289	3	4	159	110	18	11	19	11
WEBSTER	390	427	4	4	120	104	266	319	4	5	176	154	20	18	20	19
WHITLEY	1,033	1,062	9	8	252	231	772	823	10	8	416	389	76	57	76	58
WOLFE	206	180	6	2	65	64	135	114	6	2	112	98	15	20	16	20
WOODFORD	807	880	9	6	186	184	612	690	9	6	275	306	56	54	56	54
TOTALS (State)	**140,421**	**141,803**	**726**	**626**	**31,019**	**30,317**	**108,676**	**110,860**	**808**	**715**	**46,826**	**46,313**	**7,761**	**7,744**	**7,845**	**7,838**

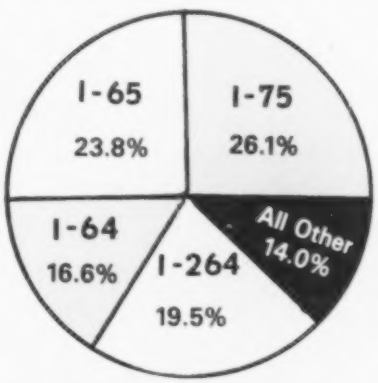
**No fatal accidents reported during 1986.*

INTERSTATES AND PARKWAYS
1986

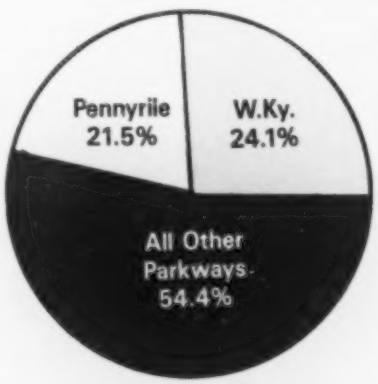
The chart below depicts the incidence of accidents on Kentucky's Interstates and Parkways. Interstate Accidents represent 4.6% of all 1986 accidents. Parkway Accidents represent less than 1% of 1986 Accidents.

Highway	Total	Fatal	Non-Fatal	Property Damage	Killed	Injured
I-275	229		83	146		104
I-471	118	1	33	84	1	49
I-264	1,264	4	239	1,021	4	353
I-75	1,697	27	492	1,178	33	831
I-71	353	6	106	241	8	165
I-65	1,546	9	368	1,169	12	591
I-64	1,081	4	281	796	5	404
I-24	206	5	61	140	5	99
Total	**6,494**	**56**	**1,663**	**4,775**	**68**	**2,596**

Parkway	Total	Fatal	Non-Fatal	Property Damage	Killed	Injured
Daniel Boone	82	6	16	60	7	46
Cumberland	41	1	18	22	1	30
Audubon	25		7	18		9
Pennyrile	146	1	44	101	1	66
Purchase	52	3	12	37	3	17
Green River	90		20	70		28
Western Kentucky	164	1	46	117	1	76
Bluegrass	80	1	18	61	1	32
Total	**680**	**13**	**181**	**486**	**14**	**304**



% Occurrence
INTERSTATE ACCIDENTS



% Occurrence
PARKWAY ACCIDENTS

FARS
KENTUCKY'S
Fatal
Accident
Reporting
System

FATAL ACCIDENT REPORTING SYSTEM

The *Fatal Accident Reporting System (FARS)* is a computerized file containing data on all fatal accidents occurring each year in the fifty states, the District of Columbia, and Puerto Rico. The system is operated by the National Highway Traffic Safety Administration for the purpose of identifying safety problems, suggesting solutions, and helping to provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

FARS has a contract with a government agency in each state for the purpose of fatal accident data acquisition. In Kentucky, this contract is with the Kentucky State Police Records Section.

For reasons of timeliness in reporting and continuity among the states, *FARS* counts only those fatalities that occur within 30 days of the accident date. *FARS* differs from Kentucky data in that it collects data not only from the accident reports submitted from across the state, but contacts many other sources to obtain additional data pertinent to the accident, vehicles, drivers, etc. Examples of additional sources contacted by *FARS* are vehicle registration files, Driver Licensing, Vital Statistics, EMS reports, labs, coroners, and medical examiners.

A 15 minute audio/slide presentation (also available on VHS) more fully explaining the Fatal Accident Reporting System is available by contacting the FARS Unit of the Kentucky State Police Records Section.

DRIVERS INVOLVED IN FATAL ACCIDENTS—AGE AND ALCOHOL INVOLVEMENT

The chart depicts the ages of all drivers in fatal accidents vs. alcohol involved drivers in Fatal Accidents and the percentages of involvement for various ages and age-groups. The alcohol involved teenage driver (ages 13 through 19) represents more than 15 percent of the total number of alcohol involved drivers and more than 33 percent of all teenage drivers in fatal accidents.

NOTE: Data is derived from the Fatal Accident Reporting System (FARS). The number of alcohol related drivers differs from those reported through the Kentucky Accident Reporting System because FARS follows up on alcohol test results.

AGE	Number of Drivers	Alcohol Involved	% Alcohol Involved
Under 16	8	2	25
16	29	6	21
17	25	4	16
18	41	15	37
19	38	20	53
20	44	16	36
21	39	20	51
22-24	123	60	49
25-34	270	96	36
35-44	167	42	25
45-54	85	16	19
55-64	64	7	11
65-74	60	4	7
Over 74	27	2	7
UNKNOWN	5	1	20
TOTALS	**1,025**	**311**	**30**

ALCOHOL INVOLVEMENT BY AGE AND TEST RESULTS FOR DRIVERS INVOLVED IN 1986 FATAL ACCIDENTS

DURING 1986, 343 PERSONS WERE KILLED IN FATAL ACCIDENTS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 43% OF ALL PERSONS KILLED IN TRAFFIC ACCIDENTS IN KENTUCKY DURING 1986.

The chart below shows drinking drivers by age and alcohol test result. 74% of the drinking drivers were found to have been legally intoxicated (0.10% or above) at the time of the accident.

AGE	NUMBER OR DRINKING DRIVERS*	TEST RESULTS					TEST REFUSED	NOT TESTED	RESULTS OF TEST UNKNOWN
		.00	.01-.05	.06-.09	.10-.19	.20+			
Under 16	2	0	0	0	2	0	0	0	0
16	6	0	1	1	3	0	0	0	1
17	4	0	1	1	0	1	0	0	1
18	15	0	3	1	6	3	0	1	1
19	20	1	2	3	10	2	0	1	1
20	16	0	1	1	10	3	0	0	1
21	20	0	3	1	9	5	0	1	1
22-24	60	0	7	9	18	22	0	3	1
25-34	96	2	6	5	41	38	1	3	0
35-44	42	1	4	2	18	14	0	1	2
45-54	16	0	0	1	8	7	0	0	0
55-64	7	0	1	1	1	4	0	0	0
65-74	4	0	1	0	0	3	0	0	0
75+	2	0	1	0	0	1	0	0	0
UNK.	1	0	0	0	0	0	0	1	0
TOTAL	311	4	31	26	126	103	1	11	9

*Drinking Driver refers to a Driver reported by the police to be drinking, or to a driver who tested positive for alcohol in a subsequent test result.

Another traffic hazard is the drinking pedestrian. The right-hand chart shows the number of fatally injured pedestrians by age and alcohol involvement.

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS OF THOSE DRINKING
0-5	8	0	
6-10	6	0	
11-15	4	0	
16-20	4	0	
21-25	4	2	0.20%
26-30	11	7	0.23%
31-40	9	5	0.24%
41-50	7	2	0.19%
51-60	8	3	0.15%
61-70	7	1	0.04%
71-80	9	0	
80+	9	0	
TOTAL	86	20	0.20%

DURING 1986, 31% OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 20 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.20%.

ACTIVE RESTRAINTS AND EJECTION IN FATAL ACCIDENTS

The chart belows plots overall results in fatal accidents when active restraints (safety belts, harnesses, child restraints) are used. A comparison of "used" versus "not used" for 1986 FARS data strongly confirms both the life-saving advantage as well as the reduction of serious injury when restraints are in place. 94 PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 1986 WERE NOT RESTRAINED. 93 PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE RESTRAINED. 83 PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED.

Result	Restraint Used	Restraint Not Used	Unknown If Used
Fatal Injury	39	601	8
Incapacitating Injury	26	339	3
Non-Incapacitating Injury	34	169	0
Possible Injury	15	81	2
No Injury	51	287	21
Unknown	0	0	3
TOTAL	**165**	**1,477**	**37**

Of the 1,679 vehicle occupants involved in fatal accidents in 1986, only 165 were using safety restraints - an overall usage rate of less than 10% in fatal accidents.

EJECTION

The right-hand chart shows overall injuries in Fatal Accidents according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected. Nearly one-half (47%) of the persons killed were ejected. 70 PERCENT OF THOSE VEHICLE OCCPANTS WHO WERE EJECTED WERE KILLED. This data also reaffirms the life-saving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

Result	Total Ejection	Partial Ejection	No Ejection	Unknown
Fatal Injury	145	62	438	3
Incapacitating Injury	63	9	293	3
Non-Incapacitating Inj.	10	0	193	0
Possible Injury	5	0	93	0
Non-Injury	1	0	358	0
Unknown	0	0	2	1
TOTAL	**224**	**71**	**1,377**	**7**

CHILD RESTRAINTS

Kentucky's "child restraint law" (KRS 189.125) became effective July 15, 1982, and requires that any parent or legal guardian of a child "forty inches in height or less, when transporting the child in a motor vehicle owned by that parent or guardian operated on the roadways, streets and highways of this state, shall have such child properly secured in a child restraint system of a type meeting federal motor vehicle safety standards."

In order to qualify, the child restraint system must be certified as having been federally approved. *(Federal approval of a child restraint system is based on its having withstood dynamic crash tests - 30 mph crash into a fixed barrier.)*

Kentucky's "child restraint statute," unlike statutes passed by most other states, attaches no penalty for non-compliance.

The data on child restraint depicted in the chart below reflects "age" (four years and under) rather than the height of the child. Other states with child restraint laws have adopted the "four years and under" standard in their statutes.

Result	Age 4 & under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown If Used
Killed	10	0	1	9	0
Injured (incapacitating)	8	1	1	6	0
Injured (non-incapacitating)	6	2	0	4	0
Injured (possible)	10	0	0	10	0
Not Injured	17	3	3	10	1
TOTAL	**51**	**6**	**5**	**39**	**1**

Of the 51 child occupants (4 & under) in 1986 Fatal Accidents only 6 children were secured in a child restraint. None of these children was killed. Of the 10 children killed, 9 had no restraint and one was in a lapbelt. This information confirms what other studies have suggested regarding the effectiveness of child restraints. An infant or small child's survival can depend on whether the child was properly secured.

CHILD RESTRAINTS
BABY ALWAYS RIDES FACING REAR

Infant
(Birth to sits up alone)

Type of Seat

infant only

convertible

How to Use

- Face backward in car (baby faces padded vehicle seat back)
- Harness baby snugly before putting on blanket
- Secure vehicle safety belt where shown in instructions
- Use semi-reclined position

■ The "best" car seat . . .

Fits your child.

Some seats fit only infants; others work only with toddlers who can sit up well. "Convertible" models adjust for use from birth to 4 years.

Fits your car.

Try before you buy. Follow manufacturer's instructions exactly; fasten safety belt tightly in position shown. Try in both back and front seats, although back seat is usually safer. Try convertible seats in infant and toddler positions.

Fits your needs.

Choose a seat that is easy for you to install in your car(s) and use on every ride. Some seats are easier to move from car to car. For a seat which requires the use of a top tether strap, you must install a special bolt in your car for rear seat use; some cars have pre-drilled holes or hardware for these bolts. For front seat use, fasten tether strap to an unused rear safety belt.

Toddler/Preschooler
(Sits up alone to age 4 & 40 lbs.)

Type of Seat

convertible

toddler only

safety booster for older toddler

How to Use

- Face forward in car
- Use complete harness and/or shield system
- Secure vehicle safety belt where shown in instructions
- Use upright position
- Attach top tether strap (if required)
- If no safety seat available, use safety belt

Support baby's head and body

Rolled diapers, blankets

■ How can I keep my child in the car seat?

Start a lifelong habit with baby's first ride.
Strengthen the habit by *never* making an exception.
Always wear your own safety belt.

■ Before you buy a *used* car seat, be sure you can answer "yes" to all of the questions on this checklist:

- Is it crash-tested?
- Do you have all the parts? (Harness, shield, tether)
- Is it free from signs of a crash? (Cracks or twisting)
- Will you get manufacturer's instruction booklet?

Older Child
(4 years, 40 lbs. and over)

Type of Seat

safety booster

vehicle safety belt

How to Use

- Safety boosters: Use either harness or shield provided or shoulder/lap belt
- Keep lap belt snug across hip/thigh bones
- Vehicle shoulder harness must not cross face or neck
- One safety belt per person

Four Rules for Safety

1. **Never hold a child on your lap**
2. **Use a crash-tested seat**
3. **Always use the harness/shield**
4. **Attach the car safety belt correctly**

May be reproduced, courtesy of: Kentucky State Police, Information Services, Records Section

$735 - $742 MILLION

The COST of KENTUCKY TRAFFIC ACCIDENTS 1986

The calculable costs of motor vehicle accidents include wage loss, medical expense, and property damage. Two formulas provided by the National Safety Council were used to arrive at a "cost range" for traffic accidents in Kentucky during 1986.

The **high** range ($742 million) was derived from the following formula:

Cost per accident		Number Reported		Estimated Cost
Fatalities @ $220,000	X	808	=	$177,760,000
Non Fatal Injuries @ $9,300	X	46,823	=	$435,453,900
Property Damage @ $1,190	X	108,676	=	$129,324,440
TOTAL, HIGH ESTIMATE:				$742,538,340

The **low** range ($735 million) was derived from the following formula:

Urban Accident Deaths		Average Cost		Estimated Cost
197	X	$1,560,000	=	$307,320,000
Rural Accident Deaths				
611	X	$700,000	=	$427,700,000
TOTAL, LOW ESTIMATE:				$735,020,000

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